

# BIKE

VOLUME 11 &gt; ISSUE 003 &gt; OCTOBER 2015

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## CBR 650F

Is Honda's new tourer sporty too?

### RIDDEN

Norton Dominator SS  
Vespa VXL & SXL

### SHOOTOUT

Honda Livo v  
TVS Star City+ v  
Hero Passion X Pro  
Yamaha Fascino v  
TVS Scooty Zest

### FEATURES

Inside a Racer's Mind  
Tackling the Golden Quad: Leg III



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# RIDER MANIA

2015

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The motorcycle industry is abuzz with activity what with new motorcycles being launched every month. Last month Yamaha launched the all-new R3 and now Honda have launched the CBR 650F this month. We have the first-ride impressions for you in this issue.



On the 23rd of August Indian motorcycle racing suffered a big loss with the sad demise of M R Raj Kumar (Raju). For me Raju was not only one of the best riders India has produced but also one of the best tuners. I had the highest regard for his riding capability and also for him as a human being. He was a thorough gentleman to the core. On the racetrack we used to fight tooth and nail but off the track we were good friends with mutual respect for each other. With the passing away of Raju the motorcycle fraternity has lost a true supporter of the sport. May his soul rest in peace. I offer my sincere condolences to the bereaved family.

Every time the government wants to introduce safety norms such as the anti-lock braking system (ABS), the manufacturers start complaining, saying that the cost of motorcycles will escalate and that there will be a drop in demand. Over the years, however, the cost of motorcycles has gone up by more than five times and yet we witness all-time high sales figures month after month. If the buyers don't have a choice, they have to pay since a two-wheeler is a necessity for most Indians.

## Aspi Bhathena

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## Not Many Schools to Help Bikers Hone Their Skills

→ Just as I was researching extensively the Indian motorcycle market, especially the options available within a budget of about Rs 2.5 lakh, I came across your magazine which turned out to be really interesting and helpful at the same time.

I had narrowed down my search to the Honda CBR 250R but I came to know that the CBR 300R is about to be launched in India. Could you please tell me the exact time and help me with other options within the same budget? I own a four-wheeler and this will be my first bike after 2005. It will be just for my hobby and not for daily commuting.



I love sports bikes and was pleasantly surprised to see the Indian bike market grow over the past 10 years.

So I would like to invest wisely in a nice-looking sports bike which could answer my desire to own a splendid work of art and, hopefully, it would keep me

happy for the next five years in spite of numerous exciting innovations every year.  
**Robin Chako**, by e-mail

Hello, Robin,  
We're glad our magazine has been useful to you. So far as the CBR 300R is concerned, it's all smoke and mirrors right now because there's no official word from Honda regarding the bike's launch in India. As such there is no dependable news about the date of launch or the price of the bike. Please follow our website, [www.bikeindia.in](http://www.bikeindia.in), and our Facebook and Twitter handles, because as soon as we receive news about the Honda CBR300R, those will be the platforms we'll use to share it.

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### NOTE

#### Dear Readers,

Thank you for the large number of letters! However, we request you to send them in a proper format. Firstly, please ensure that your letters are part of the e-mail itself, and not an attachment. Only pictures, wherever necessary, may be sent as attachments. Secondly, please mention the subject in the subject line. For example, if your letter is for the 'Letters' column, please mention LETTERS in the subject line. If it is a technical query to be answered by us, please mention TECHNO MAIL and so on. Otherwise your mail could land up in the spam bin. This will ensure that your letters and queries are published regularly.

— Editor

### Riding Gear

→ I have been a subscriber since last year's Auto Expo and am also a huge fan of *Bike India*.

I would like to see biking gear featured in *Bike India*. I ride a Kawasaki Ninja 250 on Sundays for about 100 to 150 km and I do not wear a riding jacket because in Kolkata only Alpinestar, DSG and Zeus are available. There are no other options and we don't get to know much about jackets. If *Bike India* reviews such jackets and other gear it will be very helpful.

**Sudipta Polley**, Kolkata



Dear Sudipta,

We actually carry two sections in our magazine dedicated to motorcycle gear and other related products: 'New Products' and 'Motoware'. We do review a number of jackets and other riding gear in these sections. We strongly advocate the use of safety gear, and would suggest that you always wear the full riding gear, that is, a helmet and riding jacket, trousers, gloves and boots whenever you ride, especially on your long-distance Sunday jaunts. We wish you safe and enjoyable Sunday rides!

### Comprehensive Review

→ I have been an ardent fan of *Bike India* since its inception, and with every issue you guys just give me more reason to continue to be a fan. I speak of the recent Yamaha YZF-R3 ride story by Editor Aspi Bhathena. Apart from being a brilliantly informative read, there were little details he picked out that made that review stand out from the rest.

I have had my eyes on that motorcycle ever since I heard that Yamaha might launch it in the country, so I picked up every magazine that carried the review. Surprisingly, I found that the *Bike*

India report was the only one that talked about the suspension set-up in detail and correlated it to the chatter that every rider felt while riding the motorcycle around the BIC. Kudos to you for giving us the finer details. Wish you all the best and look forward to many more years of fabulous reading.

**Sanjay Sarkar**, Kolkata

Dear Sanjay,

Thank you so much for your kind words. We try to give readers as much information as possible so that as and when they make a choice, they make an informed one. It feels extremely gratifying when any of our readers writes back to us with such feedback and boosts our morale. We wish you happy reading and do keep the feedback (favourable or unfavourable) flowing in.

### Suggest a Suitable Superbike

→ I have been a frequent reader of *Bike India* since 2009. Thus by reading it regularly I became passionate about owning a superbike. Therefore, please suggest to me which of the following will be suitable to me for long-term ownership, which will include both street use and weekend long trips:

Panigale 899 or Yamaha's new version R1, S1000RR, Hyperstrada, Multistrada or Diavel. My height is six feet and my age is 33 years.

**Joseph Charles**, Coimbatore



Dear Joseph,

That's quite a diverse list you've got there, and the problem is that the bikes shortlisted by you belong to different genres and styles and are used for very different purposes. Because of this they're pretty much incomparable. You will have to ride all these bikes and see for yourself which one works best for you. Moreover, the financial outlay on any of these machines will be significant, so make sure to test-ride them thoroughly before making a final decision. We wish you good luck.



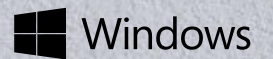
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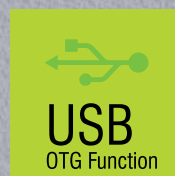
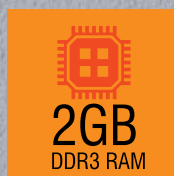




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## ? K&N Air-filter Maintenance

I wish to know how to maintain a K&N air-filter. Is it necessary to buy the whole cleaning kit? If not, what alternative method can be adopted to clean the air-filter? Is it possible to buy only the oil can and where may I get the same in Mumbai? The shops that I tried sell only the whole cleaning kit. Please advise me.

**Amit Gupta**, Mumbai

We recommend that you buy the whole cleaning kit which comes with proper instructions to maintain the air-filter. A proper cleaning kit will keep the filter clean, which, in turn, will also help the engine breathe better.

## ? How to Keep the Engine Cool?

I am happy to report that I am now an owner of a brand-new KTM 390 Duke. However, there have been some issues that I noticed right from beginning. For instance, when I get stuck in a traffic jam, the engine heats up quickly and climbs to within one bar from the temperature limit. That also results in my legs getting cooked with nowhere to go, because traffic moves at a crawl and I'm boxed in entirely. Is there a way to improve the cooling system? Is there a more effective coolant that I could use?

**James Fernandes**, Mumbai

We are sure many KTM owners would want to know the answer to this question. The best way to keep the engine running cool is by using a coolant that is designed to run in extreme temperatures. A brand called ICE COLD Coolant is available in the market, which can help reduce the heating problem.

## ? Exhaust Replacement

Frankly speaking, I am not a regular follower of *Bike India*, but whenever I manage to get a copy, I always flip directly to the 'Technomail' section. This section has helped me a lot to understand

motorcycles in a better way. I recently bought a second-hand Royal Enfield Thunderbird 500. I would like to know if it is all right to replace the stock exhaust with that on the Classic 500. Will it hamper the engine in any way?

**V Ramesh**, Chennai

Congratulations on your new acquisition. As for your query, the Classic and the Thunderbird have the same engine. Therefore, it is possible to fit the former's exhaust directly to your Thunderbird. No modification will be required and there will be no ill-effect on the engine.

## ? Of Cylinder Sleeves

I have a Royal Enfield Thunderbird 350 AVL 2005. I have heard of cylinder sleeves and want to know when I should install them. My bike has travelled 40,000 km so far, but owing to service from different stations, the engine has become rather rough and there are several noises. I want to know if, at the time of an overhaul, I can have a sleeve put in. Does it increase displacement or power output? Is there any way other than jetting the carb to increase output?

**Alex Coutinho**, Goa

You can easily have the cylinder sleeve put in during an overhaul. It will not increase the displacement or power output. However, if the job is not done properly, the engine might get seriously damaged. As for the increase in power output, you can get the cylinder-head ported, fit bigger valves, bigger carburettor and exhaust.

## ? Performance Enhancement

I have a question regarding my TVS Apache RTR 160. Although I am happy with it, I need more performance. Can I change stuff like air-filter and grade of engine oil, and fit a free-flow exhaust? I also want to know if it is possible to convert the AC electrical system on my bike to DC. Will a free-flow exhaust give rise to more vibrations?

**Arup K Das**, by e-mail

To start with, you may go in for a universal K&N filter, which will help your bike to breathe better. As for the engine oil grade, we would recommend 20W40 grade of engine oil as it is best suited to Indian conditions. You may opt for a free-flow exhaust, but remember that if your bike has a carburettor, you will have to re-jet it to suit the exhaust. Make sure that it is mounted correctly to avoid any additional vibrations. You may also convert the electrical system from AC to DC, but that will put a lot of pressure on the battery and we are sure it won't be able to handle it. Therefore, we would not recommend it.



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## TIPS

Dear Readers,

■ As always, do not skip your vehicle's service intervals. It is vital to maintain the bike/scooter properly as it extends the vehicle's life

■ When you decide to modify your bike/scooter, always ensure that the work is done by a professional who is qualified enough to carry out the necessary changes

■ Never modify the basic components of the bike such as its frame, engine, suspension, wheels and electronics as it voids the warranty



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Members of the Ahmedabad chapter of HOG recently decided to explore this little piece of heaven on their Harley-Davidson motorcycles. The metal beasts with their high-spirited riders rolled out to conquer the magnificent mountains. Needless to say, the adventure quotient was sky-high and so was the adrenaline rush. Here is a brief account of this thrilling voyage on wheels.

"When there are HOGs with wheels and will, there's always a way." No prize for guessing that this road trip was anything but a cake-walk. The list of challenges that this group of riders were pitched against is almost endless. It's a different thing that they turned it all into a party for themselves with their

## NOTE

### SEND US YOUR STORIES

Dear Readers, Email your high-res pictures and a short 400-word write-up to [bikeindia@nextgenpublishing.net](mailto:bikeindia@nextgenpublishing.net) with 'Your Rides' in the subject line. Please note, all riders should wear complete protective gear if they want to get their pictures published in this space.

## RIDE LOG

**Who We Are:**  
Harley Owners' Group (HOG),  
Ahmedabad

**Riding:**  
The Harley-Davidson Street Bob, Fat Bob, Iron 883, and Street 750

**The Route:**  
Ahmedabad to Spiti Valley

adventure and their undying passion for their beloved bikes are the things that made them survive everything in this constantly changing and challenging road trip. A few riders did fear the slushy mud and landslides and, as if to prove them right, the region further from Kaza was exactly full of those and more! There were discussions and arguments, but the HOG brotherhood encourages each and motivates every rider to finish what they have embarked on.

This little piece of heaven, as the world chooses to call it with no exaggeration, comes with its own twists and tricks. The HOG members have a word of advice for fellow biking enthusiasts who share the same passion for taking a Harley to such taxing terrain: they should be mentally prepared and alert all the time. The other important aspect is one should always go on such expeditions with a group of like-minded riders.

It's a labour of love at the end of it all, agree all these adventure-lovers, who went as fellow riders and came back as best friends. **BIKE**

invincible spirit. A ride through mud, slush, stones, water streams, heat, cold, rain, and with outdoor camping, music and friends was what we had subscribed ourselves for. It was a *nirvana*-like experience for all of us. And somewhere deep down we learned to be modest in the presence of Mother Nature.

One of the things that all these HOG members unanimously agree upon is that their brotherhood, their zest for







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## Radical New Monster Unveiled

Ducati's latest Monster 1200 R marks the next step in evolution for the famous Monster series. It packs more punch than ever with updated styling and features that elevate it to the big boys' league



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**J**UST A WEEK OR SO BEFORE the Frankfurt Motor Show, Ducati teased the world with a close-up image of the radiator cover of their new Monster 1200 R. At that time, the company simply stated that this new bike would be the most powerful and radical Monster. And just before the Frankfurt Motor Show, the company went ahead and revealed to the world this new beast which looks like the regular Monster but which now rubs shoulders with the big boys.

Ducati have stunned the world once again thanks to this radical new Monster 1200 R. Its 1,198-cc Testastretta 11° DS L-twin motor, read 'heavily reworked', unleashes 160 horses and the torque output now stands at a blistering 131.4 Nm. This has elevated the Monster 1200 R to the league of four-pot powered supernaked. Eighteen months ago, Ducati engineers started work on this radical new beast and the engine seems to have received the highest attention. Earlier, speculation suggested that the new Monster might get Desmodromic Variable Timing from the Multistrada's L-twin; however, instead of that the engineers went ahead and worked on the Testastretta motor

itself. The Monster 1200 R gets new pistons, new elliptical throttle bodies, a larger-diameter exhaust, new end-can, new intake manifold and increased compression ratio. This heavily reworked L-twin has made the 1200 R the most powerful Monster ever.

It wasn't just about the power and torque gain, the new 1200 R was destined to be a more radical and committed Monster that would serve you well on the road and also allow you to experience the thrills of a racetrack. For this, Ducati have increased the stance of the bike as well, so it doesn't ground bits under extreme lean angles. New rear-set pegs and higher ground clearance, thanks to new Öhlins suspension, ensure a lot of fun during track-days without grinding bits off the bike. A new Öhlins steering damper also keeps everything under control up at the front. The 1200 R features separate pillion foot-rests, thus offering the rider greater flexibility.



A re-designed tail-piece and a new steel trellis sub-frame also separate this new 1200 R from its Monster siblings. The 1200 R gets Panigale-style wheels, larger diameter brake rotors and Brembo anchors. It also gets the 200 section Pirelli SuperCorsa rear tyre that serves the Panigale. Keeping safety in mind, Ducati have equipped the 1200 R with the latest Bosch 9MP ABS, eight-way adjustable Ducati Traction Control and multiple riding modes.

The Monster 1200 R has already made its debut at Frankfurt Motor Show and soon it will go on sale in the western markets. We expect Ducati India to showcase this meanest Monster at the 2016 Auto Expo, soon after which it might go on sale in the Indian market.





## New Ducati Diavel On Its Way

Ducati's power-cruiser, the Diavel, revolutionised the genre owing to its long and low stance, awesome looks, amazing handling, superb ride-ability and heart-pounding performance. Now, however, the Diavel is swiftly drifting away from being a power-cruiser to being just a cruiser. Yes, according to reports, the latest generation of Diavel will be styled more conventionally in conformity with modern-day cruisers. Currently, a few websites have reported and posted pictures of the latest Diavel, which looks production-spec, revealing the finer details about the upcoming bike.

The new Diavel

will feature a new engine, frame, bodywork, swing-arm, drivetrain and, most importantly, a cruiser-like forward-mounted foot-rests.

The 1,198-cc L-twin will feature the updated version of the Desmodromic Variable Timing seen on the latest Multistrada 1200. Unlike the earlier exposed trellis frame cradling the engine, the new Diavel will feature a more Monster 1200-like frame, emphasising the L-twin motor. The beautifully curved twin exhaust pipes are not visible any longer, as they have

been cleverly tucked away under the engine. The chunky single-sided swing-arm of the current Ducati is also gone, giving way to a more intricate unit that highlights the massive belt-drive.

Aesthetically, a slimmer/flatter tank, which diverts the attention towards the L-twin, will be replacing the dominating tank of the current Diavel. The minimalistic tail-end, however, will stay the same with minor changes. We are eagerly waiting for this, more cruiser-like Diavel.



## Kawasaki Z250SL Coming Soon

Single-cylinder motorcycles such as the KTM Duke and RC series dominate the 200–400-cc motorcycle segment in India and soon Benelli are going to launch their 250-cc single. Recent reports suggest that even Kawasaki are preparing to launch their single-cylinder weapon in India very soon, although the company has not released an official statement confirming the news as yet. These reports also suggest that Kawasaki's quarter-litre monster, the Z250SL, is likely to be seen in their showrooms by the end of 2015.

Powering this Z250SL, the smallest Z series motorcycle in the Kawasaki line-up, will be a 249-cc single-cylinder DOHC engine that produces 28 PS and 22.6 Nm of torque. Transmitting all this power to the rear wheel will be a six-speed gearbox and chain final drive. It also features a steel trellis frame, petal disc brakes, conventional front fork, mono-shock rear suspension and an upswept exhaust. Styling is typical of the Z series and this quarter-litre naked does look



stunning in Kawasaki green and black.

It is also learnt that Kawasaki are planning to assemble the Z250SL in India with a view to keeping the price low, which also means that this motorcycle will be the most affordable Kawasaki on offer in the country. To keep the cost low Kawasaki are also

trying to localise the Z250SL as much as possible. In order to achieve this, they are likely to source many components locally. We expect this little green monster to make an entry into the Indian market at a starting price of Rs 1.8 lakh, thus making it a direct rival of the Honda CBR 250R.



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## Ducati 899 Panigale in New Packages

The 899 Panigale is a super-sports bike, red in tooth and claw. However, if one seeks more out of the 899, Ducati are offering a host of parts through two new packages: Touring and Sports. The Sports package includes carbon-fibre covers for the ignition switch and rear shock-absorber, and an adhesive carbon tank-protector. The carbon-fibre treatment extends to heel-guards for rider foot-pegs and the sprocket cover. In addition to these, an aluminium tank-plug, handlebar end-weights and number-plate holder are also on offer.

Although the ergonomics of the 899 Panigale are more track-oriented, one may also use it as a sport-tourer. To address touring needs, Ducati offer the Touring package that includes a radiator protection kit, a more comfortable seat, and an anti-theft system. Accessories include a tank-bag as well.

Ducati have a number of parts from both packages available, thus enabling one to pick and choose to suit one's individual taste.

## Ducati Working On a V4?

Ducati might replace the superquadro engine with a V4 with a traditional perimeter frame for 2018. Gigi Dall'Igna led the the Aprilia World Superbike team to two world titles. He also played a pivotal role in turning Aleix Espargaro's ART MotoGP bike into the top CRT contender. After joining Ducati as the MotoGP boss, he also turned the fortunes for the GP 14 bike.

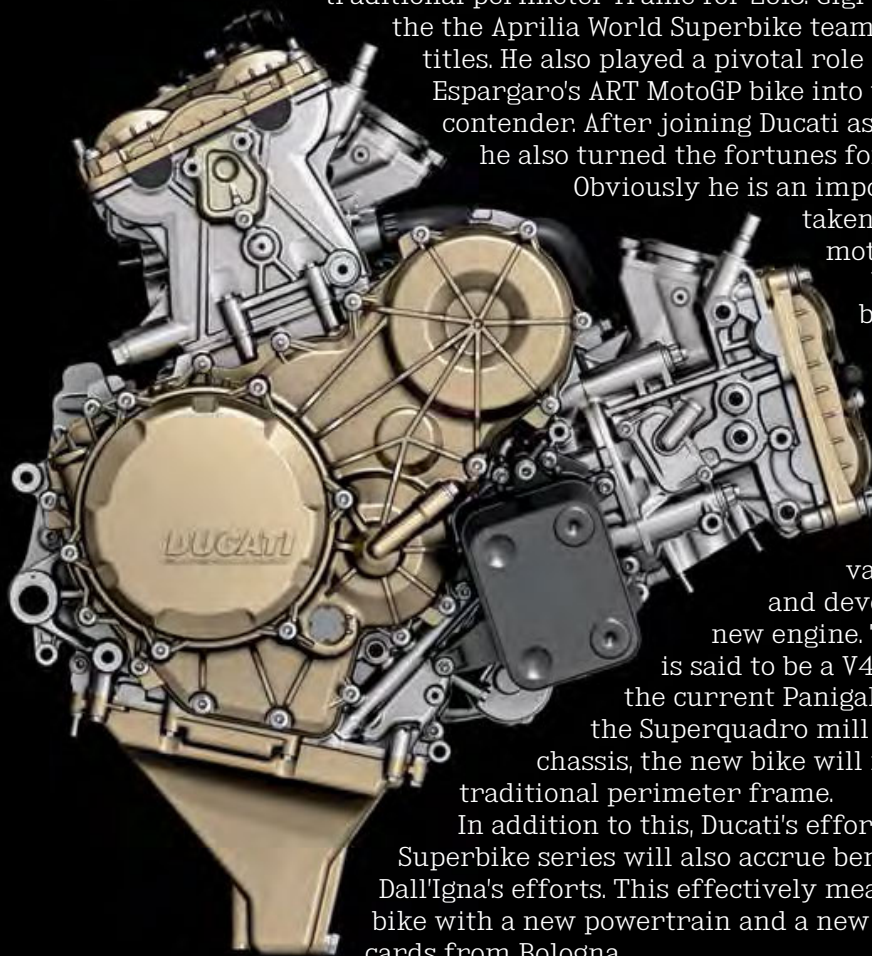
Obviously he is an important man to be taken seriously in the motorcycle business.

Word on the blogosphere suggests that Gigi Dall'Igna along with the Corse team will be working in conjunction with Ducati's vanguard to design

and develop a whole new engine. The new engine

is said to be a V4 design. Unlike the current Panigale, which uses the Superquadro mill as a part of the chassis, the new bike will most likely use a traditional perimeter frame.

In addition to this, Ducati's efforts in the World Superbike series will also accrue benefits of Gigi Dall'Igna's efforts. This effectively means an all-new bike with a new powertrain and a new chassis is on the cards from Bologna.



## Harley-Davidson's 2016 Line-up

It's that time of the year again. The big, bad American bar-and-shield have taken the covers off their model year 2016 array of cruisers. Here are the highlights: new 'dark' customs, the return of the king – the Road King, that is – and the 110-inch engine upgrade for the Softail line-up, which doesn't make it to India yet.

Dig a little deeper and it appears that the Iron 883 gets a reworked front and rear suspension set-up, lighter wheels and a more comfortable saddle. Next up, the iconic Forty-Eight, which also goes 'dark', gets a set of new wheels and a reworked seat, coupled with 49-mm forks and also adjustable rear suspension. The celebrated IMOTY and Bike India

Motorcycle of the Year, the Street 750 has also been taken one notch further with a 'dark' iteration with reworked brakes up front and at the rear.

More changes afoot. The whole Sportster line should now ride better, with suspension upgrades across the board. The upgrades feature 'emulsion coil-over shocks with new front cartridge forks. Nitrogen gas-charged shocks resist oil aeration and feature an internal valve stack with 36-mm pistons and high-performance oil to provide superior compression and rebound damping control'. Wait, there's more. 'Progressive-rate spring pre-load is adjustable by a threaded collar using

a spanner that stows under the seat. Tuned to complement the shocks, the stout forks feature a calibrated piston and valve stack and progressive rate springs for consistent feel throughout the compression and extension range of the suspension.' This along with a few refreshed styling cues thrown in for good measure.

Last but by no means the least, the Heritage Softail Classic also looks gets a cosmetic touch-up, a bit of powder behind the ears, and a heart transplant to boot. The Heritage Softail Classic will now feature HD's Twin Cam 103B powertrain (that's 1,690 cc), cruise control, and a strengthened saddlebag support assembly.



**MRF**

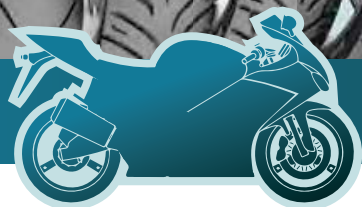
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## Bill Davidson to Attend H.O.G Convention

The great-grandson of Harley-Davidson's co-founder, William A Davidson, will be going to Bali, Indonesia, for the first-ever H.O.G convention.

Bill Davidson, who is also the vice-president of Harley-Davidson museum in Milwaukee, WI, is all excited to attend the first-ever H.O.G (Harley Owners' Group) convention which will be held in Bali, Indonesia, between 4 and 7 November. The convention will attract riders and enthusiasts from the South-East Asian region who will have a chance to interact with Bill and see the 2016 line-up. The convention will comprise a number of events, including high-energy music concerts that will feature local and international bands. It will also feature the H.E.A.T (H.O.G Enthusiast Adventure Training) programme wherein members will share their experiences of running their respective chapters to help new chapters run more effectively.

The participants purchasing the training programme package will also have a chance to win memorabilia signed by Bill Davidson and an opportunity to win a luxury package to visit the Harley-Davidson museum in Milwaukee. For more information log on to [hogapconvention.com](http://hogapconvention.com).



## New Yamaha MT-03 Unveiled in Japan

The great-grandson of Harley-Davidson's co-founder, William A Davidson, will be going to Bali, Indonesia, for the first-ever H.O.G convention.

Yamaha, the well-known Japanese marque, have taken the wraps off the MT-03, officially listing the bike on the company's website with pictures. The MT-03 is a naked street motorcycle and weighs about four kilograms lesser than the YZF-R3. The MT-03 engine, which makes 41.6 PS at 10,750 RPM and 30 Nm at 9,000 RPM, seems to have been the recipient of some mid-range tuning to better suit its street-friendly nature rather than the track-focused YZF-R3.

Yamaha created a stir in the Indian market with the launch of the YZF-R3, and to keep that alive, we hope the company brings the MT-03 to Indian shores sooner rather than later. If Yamaha do bring the bike to India, it will go up against the likes of the Benelli TnT 300 and the Kawasaki Z250.

## Second-gen Confederate P51 Fighter

Confederate Motors, known for their custom-built motorcycles, once again steal the spotlight with the second-generation P51 Fighter.

Pierre Terblanche, the man behind the design of this sinister looking motorcycle, said that the P51 Fighter drew inspiration from a 1960s stripped down chopper and the company's X132 Hellcat.

The P51 Combat Fighter houses a 2,163-cc CX4 engine, making a whopping 200 PS and 230 Nm of torque, mated to a five-speed transmission. Other features include carbon-fibre front and rear wheels, 14-litre fuel tank, and aluminium chassis.

Only 61 units of the P51 Fighter will be manufactured and will be bespoke to each owner. The Fighter will be available in two colour options, the silver finish for Rs 75.9 lakh and the devilish matte black finish for Rs 79.6 lakh.

The P51 Combat Fighter was Pierre's last project at Confederate before heading here to India to work for Royal Enfield.





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## Chris Pfeiffer Retires

Chris Pfeiffer, the 45-year-old German who studied biology but chose to work in a field that bends the rules of physics, has decided to hang up his leathers. He announced his retirement on his Facebook page, telling the world that his age had finally caught up with him. Here is what the stunt wizard said:

"Dear friends, fans and partners, I'll keep it short: after 20 years as a professional rider I've decided that it's time to stop riding shows. I'm 45 years old now and in the past months it's become increasingly hard to ride at a top level. But this has always been my ambition and I've always said that if I cannot get any better, then it'll be time

for me to quit and to leave the field to younger riders.

"In the past 20 years I've ridden thousands of shows all around the world – in 94 countries! It's been an unforgettable experience with countless adventures and experiences. I've worked hard to bring the sport stunt riding out into the mainstream and to thrill, enthuse and entertain many spectators. What a wonderful time I've had! I rode my last stunt riding contest in 2010 and not too long ago I performed at what was probably my last show. But one thing's for sure, I will not quit riding – because riding is my life. That will never change."

## Power Boost for the Yamaha Fino

A 115-cc scooter until now, the Yamaha Fino has received a shot in its arm to become 125-cc for the next model year. The previous motor is similar to the 113-cc unit in the Ray Z, Alpha and Fascino already on sale here, and we hope to see similar enhancements in India, if not an all-new product.

The BLUE CORE concept is at the heart of construction here, literally, to enhance power and torque output as well as fuel efficiency and to take care of the emission. The air-cooled, fuel-injected 125-cc engine first arrived on the Grand Filano last year, followed by the GT125. In Thailand, it is even E85 (ethanol fuel) ready.

The new Fino has quite a few attractive colour schemes to choose from, including optional black cast-alloy wheels on the list. It receives a new frame to better suit the engine and also gets diamond-cut lens LED headlights.

We don't know if the Fino is destined for India, but we sure hope that Yamaha Motor India have a lot more on the cards to build on the momentum they have with the launch of the YZF-R3.



## Yamaha Optimise Product Portfolio in India

Yamaha have discontinued five motorcycles from their Indian line-up. These include the YBR 110, YBR 125, SS 125, SZ-S and the SZ RR. Yamaha's revised entry-level line-up now includes the new 110-cc Crux, the new 125-cc Saluto and its disc brake version, and the SZ RR VER 2.0.

The move seems to be a part of a product strategy more than a decision based on the sales numbers of the discontinued motorcycles. Yamaha are, perhaps, working on new motorcycles for the bread-and-butter segment that may get engines empowered by the company's 'Blue Core' technology for high efficiency and performance. We were unable to get a comment from the company on the matter.



## Yamaha's Third Manufacturing Facility in India

India Yamaha Motor recently inaugurated their third facility in the country in the presence of Tamil Nadu Chief Minister J Jayalalithaa and India Yamaha's Chairman Hiroaki Fujita. Spread over 177 acres of land, this new facility, located on the outskirts of Chennai, also houses a vendor park. With two plants already operational in northern India, Yamaha's third plant in southern India will enable them to produce 2.5 million units by 2018.



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## Harley-Davidson Announce Alluring Contest

After growing exponentially in the Indian two-wheeler market in recent times, Royal Enfield are now furthering their international reach with the announcement of their arrival in Indonesia.

Harley-Davidson recently announced a contest in which one gets a chance to win a motorcycle from the company's latest Dark Custom line-up. One also stands a chance to win a trip to Milwaukee, WA, to

experience the Harley-Davidson life. All one has to do is simply take a test-ride on the new Iron 883 or Forty Eight or the Street 750, which will automatically enter one in the competition.

The winner of this competition will also get a chance to meet, interact and work alongside Harley-Davidson's industrial designer, Dais Nagao, to design his/her dream bike. The winner will also get a rare VIP trip to Milwaukee,

WA, where s/he will be able to visit the Harley-Davidson museum, get tickets to local music or sport gigs and a camera to document their time with Harley-Davidson.

All one needs to do is visit [h-d.in/testrideandwin](http://h-d.in/testrideandwin), book a test-ride of the new Iron 883 or Forty-Eight or Street 750 at one's local Harley-Davidson dealership, and enter the contest, which is open to all in the Asia-Pacific region.

## DSK Benelli Expand Dealer Network

DSK Benelli recently recently opened one more dealership in Chandigarh. Prior to this, DSK Motowheels opened two new showrooms: one in Jaipur and the other in Indore. All these three showrooms will be showcasing the entire range of Benelli bikes, including the TnT 899 and TnTR 1130 naked triples.

Located in a posh areas in respective cities of Chandigarh, Jaipur and Indore, the showrooms will have well-trained staff and service teams for seamless after-sales services.



## Hero MotoCorp Now In Colombia

In an attempt to expand their horizon beyond India, Hero MotoCorp recently inaugurated their first manufacturing facility on foreign soil. Hero MotoCorp started operations at their Colombian plant in the presence of Pawan Munjal, Chairman, MD and CEO of Hero MotoCorp, and Colombian President Juan Manuel Santos. With an initial capacity of 80,000 units, Hero MotoCorp will be exporting bikes from the Colombian facility to other Andean and Central American countries.

The company will manufacture 10 models at this facility, including their scooters. The production capacity, which currently stands at 80,000 units, is expected to go up to 1,50,000 units in the next phase of expansion.

### Figures of the Month - August 2015

MANUFACTURER	DOMESTIC SALES	Y-O-Y GROWTH(%)
Hero MotoCorp Ltd	460,557	-14.00
Honda Motorcycle & Scooter India	373,169	0.62
TVS Motor Company Ltd	183,653	-2.64
Bajaj Auto Ltd	137,948	0.44
India Yamaha Motor Pvt Ltd	61,440	15.40
Royal Enfield (Unit of Eicher Ltd)	41,600	59.26
Suzuki Motorcycle India Pvt Ltd	29,870	52.88
Mahindra Two Wheelers Ltd	14,353	28.40
Piaggio Vehicles Pvt Ltd	2,395	-2.48
H-D Motor Company India Pvt Ltd	266	-36.06
Triumph Motorcycles (India) Pvt Ltd	74	-37.82
India Kawasaki Motors Private Ltd	25	-70.24

Source: SIAM



**ROYAL ENFIELD**

After growing exponentially in the Indian two-wheeler market in recent times, Royal Enfield are now furthering their international reach with the announcement of their arrival in Indonesia.

Indonesia is the third biggest motorcycle market in the world, and Royal Enfield hope to carve a portion

## Royal Enfield Enter Indonesia

of this expansive market share for themselves. Royal Enfield participated in the recent GAIKINDO Indonesia International Auto Show (GIIAS) 2015, with a wide-ranging display showcasing all of their products available here in India. Royal Enfield's signature riding gear was also on display at the show, where the company also confirmed its plans to open

its first showroom in Jakarta.

Will Royal Enfield thrive in the Indonesian market? Only time will tell, but if the Indonesian biking community is anything akin to the one here in India, Royal Enfield might just have made a shrewd move that could end up as yet another success story for the oldest motorcycle brand in continuous production.





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## Mark and Brad Team Up for MotoGP Film

If you are a true-blue MotoGP fan, you will probably have a folder put away somewhere, entitled MotoGP movies, and in this folder you will have 'Faster', 'The Doctor', 'The Texas Tornado' and 'The Kentucky Kid', and the sequel 'Fastest'. And we all owe this to Mark Neale, director of this new venture that will not only be produced by Pitt, but who also lend his voice as the narrator for this flick.

The film will revolve round the lives and careers of the top six riders in the premier class, namely, Valentino Rossi, Jorge Lorenzo, Dani Pedrosa, Casey Stoner, Marc Marquez and the late Marco Simoncelli. While one may enjoy the close calls and the paint-swapping action from the sidelines, it is a different story from inside the helmet. And that will be the focus of the film. It also takes a closer look at the superlatives of the sport and the dangers resulting thence.



Brad Pitt will be taking over from Ewan McGregor as the voice for this film. 'Hitting the Apex' made its debut at the Silverstone MotoGP. Whether the

film will be released here in India is still not clear, but if it does, we are sure it will find a spirited audience among the Bike India community.

## Biggest H.O.G Rally Overwhelms Kochi

**Kochi, one of the biggest cities in Kerala,** recently played host to the fourth Southern H.O.G Rally, which turned out to be the biggest zonal H.O.G rally ever in India. Over 1,000 Harley-Davidson motorcycle-owners turned up for the rally, some of them even riding from as far as Jaipur and Chandigarh. The event, held between 11 and 13 September, witnessed an exciting line-up of inter-chapter activities that included an exclusive ride, a traditional Kerala lunch, arm-wrestling contest, 'human foosball' contest, biker burnout battles and even a custom bike contest.

The highlight of the rally was the custom bike contest where participants displayed their extensively customised Harley-Davidson motorcycles.

The fourth Southern H.O.G Rally eloquently testified to the growing number of H-D bike-owners in the country and their passion for camaraderie. This may be gauged from the fact that the first rally had witnessed the participation of only 200 bikers.

The next rally will see Harley owners head to the northern city of Chandigarh for the fourth Northern H.O.G Rally to be held between 20 and 22 November.

## Suzuki Gixxer Gets New Livery

Apart from the previously offered single-shade colour schemes in Candy Antares Red, Metallic Oort Grey, Glass Sparkle Black, and Metallic Triton Blue, the Suzuki Gixxer is now also available in brand-new dual-tone options of Metallic Triton Blue with Pearl Mirage White, and Candy Antares Red with Glass Sparkle Black. New

colours are always welcome, but that isn't all that has been changed. The Gixxer will now also come equipped with new clear-lens turn signals, and side panels colour co-ordinated to match these new dual-tone paint schemes.

The price of the Gixxer will remain unchanged at Rs 77,166 (ex-Delhi).



## Wicked Ride Gets Bigger and Better

The Bengaluru-based premium motorcycle rental company, Wicked Ride, now offers its bikes with comprehensive insurance cover and no deposit. The bikes will have the official yellow-on-black rental number-plates and the company is also expanding its fleet.

Furthermore, Wicked Ride has started operations in Jaipur as well

while Pune, Udaipur, NCR, Hyderabad and Gujarat branches are in the pipeline. The company's current line-up includes motorcycles from brands like Ducati, Harley-Davidson, Indian, Kawasaki, Royal Enfield and Triumph. Wicked Ride also rents out riding gear and motorcycle accessories, besides selling motorcycling products through the store section of its website.



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## Triumph Tiger XCA Launched

Triumph Motorcycles India have strengthened their portfolio with the addition of the Tiger 800 XCA. Tagged as the pinnacle of the Tiger range, the 800 XCA carries a sticker-price of Rs 13.75 lakh,

(ex-Delhi). In the Tiger's scheme of things the XCA now sits above the range-topping off-road biased XCx and, according to Triumph, is even more focused on providing rider comfort.



## Firefox Launch the Mistral

Firefox have made a name for themselves as premium bicycle manufacturers, and now they've come out with a brand-new offering: the Mistral. A bicycle focused on adventure and suitably equipped to take on the rough terrain, the Mistral is available in black and white.

The Mistral comes equipped with steel suspension, Shimano Sora 3500 speed shifters, 36H Double Wall alloy rims, and 26x2.10" tyres, among other features.

The bike costs Rs 33,790 and is available at Firefox stores across India.

## Vespa Launch New Range in India

Italian scooter-makers Vespa have launched two new scooters in India. The launch took place at the hands of their newly signed brand ambassador, Alessandro Del Piero.

The scooters, called the VXL and SXL, are the first Vespa offerings and currently the only scooters in India that are available not just with the 125-cc unit but also a new 150-cc engine that produces 11.6 PS at 7,000 RPM and 11.5 Nm of twist at 5,500 RPM. The 125-cc engine remains unchanged with its 10.06 PS and 10.6 Nm. The scooters retain most other components from their predecessors with the only changes coming in via a refurbished console which has now been digitised and new, bigger 110-70/11 front and 120-70/10 rear tyres.

Price-wise, the SXL 150-cc is set at Rs 88,696, the VXL 150 at Rs 84,641, and the SXL and VXL 125s are priced at Rs 81,967 and Rs 77,308 respectively (all prices ex-showroom, Pune ).







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## Veteran Racer and Tuner M R Rajkumar Passes Away

The demise of M R Raj Kumar is a huge loss to Indian two-wheeler racing. 'Raju', as he was fondly known, was the chairman of technical regulations (two-wheeler racing) at the FMSCI, India's motor sport governing authority, and a former motorcycle racer himself. His career spanned the mid-1980s and late 90s during which time he won several races and championships, mostly on Yamaha motorcycles.

He first raced astride a borrowed 250-cc Yezdi Roadking in Sholavaram and Kolar. However, he could not complete the race due to a mechanical failure. In 1987, he came back with a vengeance and beat the TVS Suzuki factory team astride a Yamaha RX100 in the Group B Class. In 1989, he beat S C Bose at Sholavaram in the same class. In early 1990, a crash damaged his ankle. However, he returned in July 1990 and won all the remaining races with record laps. He took part in 107 races and also raced at international circuits in Malaysia and Sri Lanka.

Not only was he a competent rider, his expertise in tuning the bike was also self-evident. Not only did he tune his own bikes but also the RD350 for his twin brother. In addition to this, he also built bikes for fellow racers Syed Sujath and Krishna Kumar.

Raju and his twin, M R Rajendra, were top riders of their era and had also started a company, called Indus Karts, that made go-karts. *Bike India* Editor Aspi Bhathena, a former motorcycle racer himself, fondly remembers the racing battles he had with Raju and respects him as a competitor and a genuinely nice person. Aspi also adds that Raju was a very good rider who knew how to build a race bike and was also good at setting up the bikes.

M R Raj Kumar passed away last month at the age of 52 years, having suffered from a terminal disease since 2012. *Bike India* mourns his death and salutes his lifelong dedication to motor sport. May his soul rest in peace.







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## A Movie, Music and Motorbikes

**Aninda Sardar** looks back at how one iconic movie combined with music from half a world away to give birth to one of the most iconic bike genres of all time: the café racer

**SEPTEMBER 2013, LONDON,** Ace Café. The sound of thunder filled the air on a nippy morning as nearly 50 motorbikes sped out on to the North Circular Road, *en route* to Brighton Pier. In many senses it was routine, at the same time in many senses it was a historical moment. The event was the global launch of Royal Enfield's Continental GT. The bike was Royal Enfield's modern interpretation of their 1965 Continental GT, one of the few factory-built café racers from a time when café racing was the fashion of the day and not a nostalgia-soaked activity.

The birth of café racing, and therefore everything else associated with that culture, could be attributed to a movie and music prevalent at the time. The movie I speak of is the 1953 Hollywood production, 'The Wild One', starring the late great Marlon Brando as Johnny, the brooding rebel

without a cause. The fact that Johnny led a gang of bikers and himself rode a Triumph turned him into an icon for British teenagers growing up in the mid-1950s.

And in a post-WW II Britain, this new generation found their adrenaline rush in the foot-tapping rock 'n' roll music that was already popular across the Atlantic.

Chubby Checker, Eddie Cochran, Gene Vincent, Jerry Lee Lewis, Little Richard, Bill Haley, Johnny Cash and Elvis Presley were the sought-after artistes of the day with 'Let's Twist Again', 'Shake Rattle and Roll', 'Folsom Prison Blues' and 'Jailhouse Rock' being the anthems of these rebels who called themselves the Rockers.

The film and the music, however, fuelled the Rockers' passion for something far more thrilling: motorcycles. More specifically, British motorcycles (which, I suspect, was partly, or perhaps, wholly on account of the fact that Johnny's chosen set of wheels was a Triumph) with twin-cylinder engines. Triumph, Norton, Ariel, AJS, Vincent and Royal Enfield. These were the bikes the teens of Britain in the Swinging Sixties aspired to own and ride.

And their chosen venue for a ride out

was inevitably a transport café. Where else could you have access to a jukebox full of rock 'n' roll vinyl records, coffee (the chosen nectar of the adrenaline rush seeking Rockers) and a road where you could race your motorbike, which would often be stripped down and souped up in a bid for speed.

Drop the handlebar in a rudimentary mimicry of the race bikes ridden at the Isle of Man TT back in them days, get rid of the metal that was of no consequence to your search for higher velocities and, *voilà*, you had a bike to race from café to café with your mates on the daily after-dinner burn-ups (Rocker speak for a ride out). Thus was born the café racer, the bike and, subsequently, the iconic genre of motorcycles that Royal Enfield had been looking to revive at the Ace Café in the fall of 2013.

What's the point in all this? Just that the power of visuals and music can never be underestimated in their ability to give rise to a new motorbike pop culture. Hmm. Will we see some sort of biking culture inspired by the electronic dance music that seems to be the rage today? Who knows...



▲ The Ace Café continues to be a biker hangout

▶ Royal Enfield tried to recreate the Rocker culture at the launch of their café racer, the Continental GT in 2013



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## Condor

The Swiss Army motorcycle not many people know about

COMPILED BY: **PIYUSH SONSALE**

→ It is not often that you hear about a motorcycle brand from the land of cheese and clocks. More curious is the fact that Condor were one of the earliest motorcycle-makers in the world and yet very little is known about them.

→ The company was established by Edouard Scheffer, a Frenchman, who started making metal products in Courvaivre, Switzerland, in 1893 along with his brother, Jules. The initial name of the company was 'Scheffer Freres' and it soon got into bicycle production, which was a revolutionary product at the time.

→ At the turn of the century, the company made the natural progression to powered bicycles. The first powered bicycle had a 1.5-PS engine and a top speed of 50 km/h. It was soon upgraded to a three-PS engine and then to a five-PS V-twin motor, all sourced from an external engine-maker.

→ In 1901, the company was renamed as 'Condor Werke AG'. Condor is a bird native to the Andes mountains in South America and the company's logo was a representation of the long-winged avian.

→ By 1908, Condor had refined their powered bicycle and before the outbreak of World War I they had upgraded to making a proper motorcycle. The company had a low-profile existence during the War years but developed a strong relationship with the Swiss army to whom they supplied bicycles and motorcycles.



▲ Condor Grand Sport



▶ Condor A350

→ In the post-War years the company grew multifold in spite of the hard times and competition from foreign motorcycle manufacturers. Condor was up to date with the latest technology in motorcycles and their production increased significantly in the 1920s. The company had a line-up of 11 bikes by 1925 and were making 3,000 units per annum.

▼ Condor A580

→ Condor sourced the engines for their bikes from various sources but the rest of the parts were built in house. By the 1930s, the company was a significant motorcycle maker and was also actively involved in racing, both on and off the road, where it won many victories.

→ WW II was a big setback to the progress of the company and they had to start from scratch after the War was over. Sourcing engines and other raw material had become difficult and the Swiss army wanted the bikes to be powered by boxer engines. So Condor studied the BMW and Zündapp boxer engines and developed their own flat twin with shaft drive. Bikes like the Condor A580 and A750 featured the solidly built boxer twin and even had a side-car. The 'A' in the name stands for army and there were various other military bikes such as the A250, A350, A680 and the A1000.

→ Condor motorcycles never proved successful in the retail market in spite of their durability because their superior build quality made them expensive compared to their competitors. The retail bikes were sold with a 'C' prefix that stood for civilian and were largely sold in Switzerland only. The Condor factory eventually ceased motorcycle production in 1978 but the Swiss Army was using the bikes until the end of the century. **BIKE**





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## Exhaust Gas Recirculation (EGR)

EGR is a technique employed in engines to reduce the emission of nitrogen oxide (NOx). It works by recirculating some of the engine's exhaust gas back to the cylinder. This helps dilute the oxygen in the incoming air stream and provide gases inert to combustion that act as absorbents of combustion heat to reduce peak in-cylinder temperatures. NOx is thus produced in a very narrow band of high cylinder temperatures and pressures.



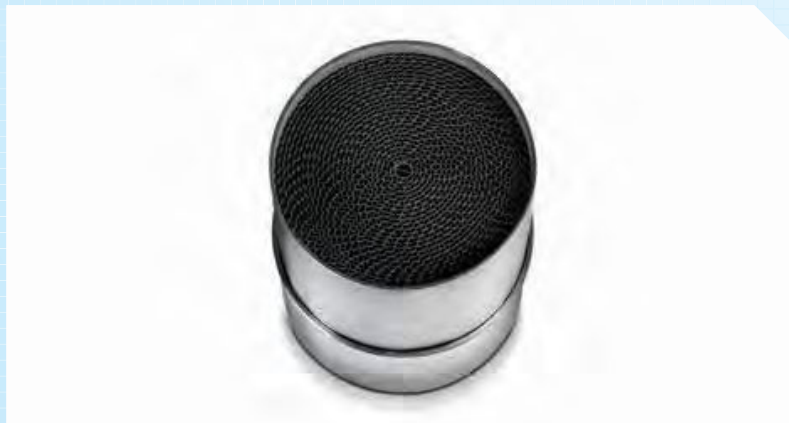
## Butterfly Valves

Called so because of their shape, butterfly valves are located in the exhaust pipe before the end-can. They are usually a pair of semi-circular-shaped petals attached to a pivot. These are actuated by a servo motor controlled by the ECU depending on the engine speed and throttle position. At less than half throttle, the valves stay closed, improving back-pressure and strengthening the low-end response. Open the throttle and the valves open to let more of the exhaust stream through more freely, thereby leading to an enhanced top end as well as a more spirited – and quite wailing – exhaust soundtrack.



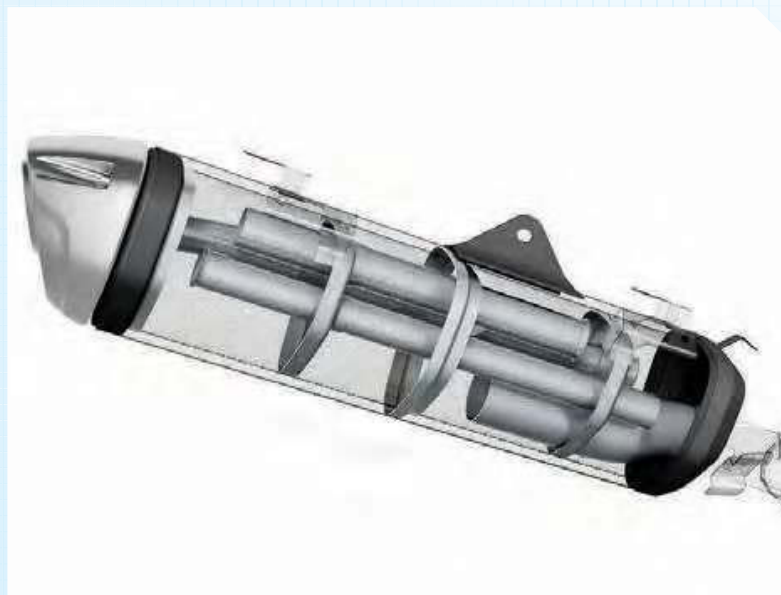
## Catalytic Converter

An exhaust pipe does more than simply divert the waste gases from combustion away from the engine. It must also treat them to ensure that no harmful toxins flow out into the air we breathe. An important device for vehicle emission control, the catalytic converter (cat-con) uses a catalyst to eliminate the release of toxic gases into the air from the vehicle's exhaust stream. In bikes, it is a honeycomb metal structure that incorporates precious metals like palladium, rhodium or platinum into its surface. These metals convert poisonous carbon monoxide (CO) and unburned hydrocarbons (HC) found in exhaust gases into non-toxic carbon dioxide (CO<sub>2</sub>) and water vapour.



## Muffler

The exhaust gases from an engine, even through an exhaust pipe, can be tremendously loud and, therefore, need to be muffled to meet sound emission regulations so as not to disturb public goings-on. The muffler helps do just that. The actual exhaust end-can is not just one long cylinder; it consists of several chambers, each having its own share of sound-deadening material, through which the exhaust air stream passes after going through the catalytic converter.







## ON-BOARD DIAGNOSTICS (OBD)



→ OBD is a system which has the capability to identify the likely area of malfunction of the engine and emission control components or systems by means of fault codes stored in computer memory. During every driving event, a sequence of OBD checks are initiated to maintain safe driving, prevent subsequent damage and to minimise exhaust and evaporative emissions. Identified and confirmed faults are stored together with the corresponding operating conditions in the ECU memory and can be read out via a standardised diagnostics interface. They are indicated to the driver with the Malfunction Indicator Lamp (MIL). In case of a malfunction, pre-defined measures – default mode of operation and substitute values – may be taken.

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### Free-flow Exhaust

A free-flow exhaust system, available as road-legal or track-only, allows for nearly unrestricted – or fully unrestricted on track – passage of the exhaust stream, with a specific tuned length and specially-designed exhaust end-cans of a certain length and width to improve overall performance. The track-only end-cans are hollow and tapered with a lip at the end to optimise the pressure waves for maximum combustion efficiency and power output.



### Under-belly Exhaust

An under-belly exhaust is seen on street and sport bikes. Rather than having a protruding exhaust end-can, which is heavy and makes weight distribution uneven, an under-belly exhaust sits lower and improves weight distribution as well as helps lower the centre of gravity of the bike, thus allowing for better handling and improved stability.







Image Copyright: BMW



# The Laser Light Show

After decades of uniformity in headlight design, some of it government-mandated, things have gradually been getting better with regard to design freedom

STORY: **GLYNN KERR**

**W**HEN I FIRST STARTED working in the motorcycle industry, there was a limited choice between round or rectangular, and an equally limited choice of sizes — all of them on the large side. In most countries clear plastic covers were illegal, so, barring a few exceptions, the lights sat exposed, unfaired, and perpendicular to the airflow. This did little to help the aerodynamics. Legislation dictated specific angles that splayed out unhindered from the edge of the reflector, so the further forward you placed any bodywork, the larger the aperture had to be. Even BMW's svelte R100RS, which managed to get a glass cover passed by the notoriously strict German TÜV legislators (perhaps, due in part to some convincing but entirely fake

1

Ah, the old days when you could draw a headlight with a compass or a ruler

demisting lines stuck on the inner surface), offered a pretty expansive acreage to the airflow.

When twin headlights became the fashion, the problem doubled. Early sports bikes such as the 1984 Suzuki GSX-R and the 1992 Honda CBR900RR managed to squeeze two conventional round headlamps into a race replica fairing, the Honda with greater aesthetic success. Subsequent generations of both these bikes added a glass cover, although again due to the necessities of light beams, the results were larger than their predecessors.

At this time, headlights were almost universally bought-in components. The tooling and development costs are high — headlights are one of the most expensive investments on a modern motorcycle's 'styling' components — and motorcycle sales are relatively low compared with those of cars. So letting the supplier fork out for that investment, and spreading that cost between multiple models and manufacturers, made perfect sense.





Image Copyright: Suzuki



Image Copyright: Honda



Image Copyright: Suzuki

The US had already taken individuality out of car headlight design by standardising two seven-inch (17.8-cm) diameter round sealed-beam headlights from 1940 — a rule that was only expanded to allow a second set of 5¾-inch (14.6-cm) lights in 1957. Rectangular lights were permitted from 1974, but again, the sizes were specified in advance, both in twin or quad layout. Other countries, which enjoyed greater liberty in headlight design, nevertheless had to build US-compliant versions for export to North America, which dissuaded some manufacturers from diverging from the US norm. As usual, motorcycle policy followed the automobile.

Those responsible for styling and aerodynamics saw it differently, of course. Once glass coverings became widespread on sports bikes, the desire to reduce the frontal area of the light, and have greater control over the overall shape of the nose, was universally strong. By the early 1990s, several manufacturers were producing model-dedicated units, including Honda, despite their conservatism on the initial CBR900RR. Because these made-to-measure designs were complete units, rather than a conventional round light stuck behind a piece of glass, they could be made smaller and less deep. And, of course, they could be integrated into the overall design. The headlight became part of the clay model, rather than an existing component buried into it, and

**2** The 1984 Suzuki GSX-R 750 had twice the problem to integrate

**3** The 1992 Honda CBR900RR's twin headlight design was more harmonious

**4** The 1992 Suzuki GSX-R moved to glass-covered lights

which the design was required to work around.

For motorcycles, the next big advance came with the introduction of the projector (poly-ellipsoidal) headlight: an ellipsoidal reflector with a condenser lens mounted at the front of the lamp. These could either be fixed beam, or offer high- and low-beam situations via a solenoid-actuated shade, referred to as BiXenon or BiHalogen lamps. The projector light presented a much smaller diameter — critical for sharp-looking styling — but required a far deeper housing.

HID (high-intensity discharge, or Xenon) lights were introduced with the 1991 BMW 7 Series, replacing the glowing filament with an electric arc. They typically produce over double the light output of regular halogen lights, and last twice as long, although they are more expensive to install and replace. They require less power to maintain in operation, but the energy consumption is higher during start-up, and they take a while to reach their full output, making them ineffective for high beams or for flashing. They also need a ballast, which generates and maintains the high voltage required to keep them operational, so complexity and cost are higher.

The introduction of LED (light-emitting diodes) was great news for designers, because they're small and can be strung together to form a variety of shapes, as witnessed on the latest ►



Image Copyright: Honda



5



7

Image Copyright: Daimler-Benz

The very latest word in lighting, once again developed by

Image Copyrights: Suzuki, Honda; collage by author



6



8

Image Copyright: Audi

Audis, Mercedes, and BMWs, etc. The delay in their more widespread implementation has been due mainly to legislation moving slower than technology. While these agencies have our best interests at heart, their caution and conservatism have slowed the implementation of some systems which, lighting included, could help save lives. Nearly 50 per cent of motoring fatalities occur at night, despite 80 per cent of our total mileage being completed in the daytime.

In addition to giving more design freedom, LEDs require far less energy to operate than conventional lights. For this reason, they are especially desirable on electric-powered vehicles, which constantly drain rather than generate electrical power. It was one of the first priorities on the design brief for the Lightning LS-218.

A general advantage of LEDs is longevity — up to 30,000 hours of use (versus just 1,000 for halogen bulbs or 2,000 for HID) — while one downside of LED headlight systems is heat. LEDs themselves give off little heat, and are effective as relatively low-powered daytime running lights, tail-lights and turn signals, but the power needed to project a headlight beam creates considerable heat in the supporting electronics (the emitter or chip), so cooling fans or heat sinks are needed to dissipate it. For this reason, running lights are often LED, while the main and dipped beam are more conventional units. This also keeps down

5

Honda followed suit two years later

6

First Suzuki and Honda race-replicas feature exposed headlights, but had disappeared behind glass by the mid-1980s

7

The 2016 Mercedes E-Class shows how far motorcycles are behind cars regarding headlight technology and design

complexity and cost. Motorcycles, which almost always trail behind automotive technology thanks to the economy of scale, finally got around to LEDs with the 2012 Ducati Panigale S (although the base model stayed with more conventional lighting). They are becoming more common, but we're still a long way behind. With motorcycles being considerably cheaper than equivalent cars, and with far fewer units built, the cost per component is a deciding factor.

Taking the LED idea up a big notch are Adaptive Driving Beams. ADBs consist of a matrix of LEDs, each of which points in a slightly different direction and can be dimmed individually. An onboard camera reads information about the environment ahead, and adjusts the light output accordingly. Current ADBs can focus on eight different areas at once, illuminating road signs and obstacles, while simultaneously dipping for oncoming vehicles. The 2017 Audi R8 features 37 individually controlled LEDs per headlight, while the 2017 Mercedes-Benz E-Class has 84. Clever stuff. That said, adaptive LED systems currently run around \$2,500 (Rs 1.6 lakh).

Just as you thought you were getting your head around all this new technology, Audi and BMW have developed the laser headlight. No, that doesn't mean you'll be able to zap the minivan in front of you just by turning on your headlights (but how many





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## Audi, is Matrix OLEDs. Announced on 29 July, OLED stands for Organic Light Emitting Diode



11



of us haven't wished we could do that at some point), because the laser is actually pointed backwards on to a series of tiny mirrors. So if anyone's going to get it, it will be you — assuming the various devices designed to incapacitate the system in case of malfunction or an accident fail to kick in. Each headlight contains one laser module that operates with three (BMW) or four (Audi) high-intensity laser diodes, while a yellow phosphorous converter transforms the blue light into harmless white light. As of now, the laser spot light operates only as the high beam, doubling the range to 600 metres (1,968.5 feet). With this level of blinding light coming at you, you'll be relieved to learn that auto-dipping is standard.

Laser spot lights appeared on the R18 e-tron quattro, Audi's entry at the 2014 Le Mans 24-hour race, but made its street debut as an option on BMW's innovative i8 hybrid sports car. It's also an option on the Audi R8 LMX and the entire 2017 R8 range, although we're currently talking around \$10,000 (Rs 6.4 lakh) a pop, so don't expect to see them on scooters anytime soon.

Laser headlights consume less than half the energy of even LED headlights, which are already extremely efficient. But even lasers are now old news. The very latest word in lighting, once again developed by Audi, is Matrix OLEDs. Announced on 29 July, OLED stands for Organic Light Emitting Diode. Each

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Laser main beams on the 2014 Audi R18 e-tron quattro Le Mans 24-hour race car

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Laser headlights will be an option on the 2017 Audi R8

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Styling sketch of Audi's forthcoming OLED light system

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BMW i8 was the first production model to offer laser headlights

OLED has two electrodes, which incorporate numerous thin layers of organic semiconductor materials, each less than 1/1,000 mm thick, between thin glass plates (or, in the future, flexible plastic, which will lend themselves to three-dimensional forming, offering even more freedom for designers). A low DC voltage of three to four volts activates the layers to light them. In contrast to point light sources such as LEDs, OLEDs are flat light sources, on which dimming is continuously variable. They do not require any reflectors, light guides or similar optical components, making them efficient and lightweight, and they require little cooling. OLEDs will appear for the first time on a concept car to be shown at the Frankfurt IAA in September.

Cost will probably prevent this latest technology from reaching motorcycles for some time. In the US, there's also the issue of the Department of Transportation, which to this day specifies one low beam and one full — so matrix LEDs and Lasers, which create hundreds of thousands of individually controllable light points, are a no-go for North America, either on two wheels or four at this stage. Many other countries will no doubt find themselves in a similar situation, although European legislators seem to be more receptive to new technology, especially where improvements in safety can be demonstrated. In the US, it's amazing they are not still burning acetylene. **BIKE**





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It has been 10 months since we welcomed the TVS Jupiter into our family. The Jupiter's commendable dynamics and excellent pick-up continue to surprise me every day. With fuel efficiency

close to 50 km/l it is also very economical. Given its tough build quality, Jupiter has sustained every hardship on its way and made the ride comfortable. Even my wife finds it comfortable.

**ADITYA SINGH, LUCKNOW**

I have been using the TVS Jupiter for the past six months now and its performance has exceeded my expectations. The handling of this scooter is exceptional and is

particularly useful in the congested parts of the city. The mileage is also on the higher side which makes it an economical buy. I would recommend this scooter to every urban commuter.





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**BRIGHTEST HEADLAMP**

**TVS launched the Jupiter in late 2013. Even after two years and six lakh customers, the Jupiter continues to delight the market**



**ADITI ROY DEB, BENGALURU**



It took me almost a month to zero in on what would be my "perfect bike". The criteria were simple: a reliable machine that can manoeuvre through the traffic in Bengaluru, is controllable, looks chic and is long lasting. The Jupiter fulfilled all these and exceeded my expectation. Not only does the Jupiter save the time I spend commuting

but also offers that stylish look which I adore. I should also mention that the service department at Trijal TVS in Marthahalli has done a great job of keeping my Jupiter in a good condition. Having ridden it for two months, I can say with conviction that it is an all-round performer. All in all, riding the Jupiter has been a great experience, one that I will continue too.

**BHARATH MURALIDHAR, BENGALURU**

A second scooter was long due and when I decided to go for it, I had to get the Jupiter because of its excellent value for money. In a market where even a locking function is considered niche, the Jupiter bettered its rivals in my research. Given the lengthy list of features such as the

superior suspensions, broad tyres, 'Eco' and 'Power' mode indicators, the fuel filler cap and the EZ stand, it is clear that the Jupiter is a product from a thoughtful and practical manufacturer. Summing up all the benefits, I just had to give the Jupiter a try and what a ride it has been!





**FIRST RIDE**

Honda CBR 650F

# Putting the **S**port

Honda's latest flagship product, the CBR 650F, has been talked about and





# Touring

anticipated. But how good is it really? We took it for a spin to find out

STORY: **ANINDA SARDAR** PHOTOGRAPHY: **SANJAY RAIKAR**





**T**WENTY-EIGHT years ago, Honda stunned the world when they launched the first CBR 600F in 1987. Back then, it was a revolutionary motorcycle that set the middleweight performance motorcycling scene aflame. Then, in 2003, came the more focused and goal-orientated CBR 600 RR, a super sport bike that set the benchmark of the day. Unfortunately, these momentous events happened at a time when India was not even a blip on the performance motorcycle scene. So, no, we did not get to even see (forget ride) those brilliant machines. Thankfully, the scene has now changed completely with every global manufacturer worth their salt jockeying

for space in this suddenly crowded market. Therefore, this time around when Honda launched the CBR 650F, we not only got to see it but also got an opportunity to get astride one and see what it was really like.

The CBR 650F, unlike the CBR 600F and the racier CBR 600RR, is not designed solely for thoroughbred-like performance. This time around, the winged motorcycle giant decided to go soft-ish and come out with a sport tourer instead. Now, before you start making those disappointed clucks, understand the strategy behind the move (especially from an Indian perspective). Despite the burgeoning performance motorcycle segment, the track-day culture prevalent throughout the developed world is still some time away here. Even those with the sportiest of bikes available in the world mostly go touring. Unless you have easy

access to the racetracks in Greater NOIDA, Chennai or Coimbatore. That being the case, why not give Indian consumers the best of both these worlds and offer a sport tourer instead, *comprende?*

Moving back to the bike itself, the design is far edgier than you'd expect of a sport tourer. Whichever side you look at it from, the CBR 650F is a sharp-looking motorbike. It's also a very compact bike, with the overall design holding a promise of sportiness that you wouldn't expect in touring machines. The racy effect is also visible in the riding posture. The handlebar is a proper clip-on affair and not set too high. The foot-rests are set so that your feet are indeed properly tucked away behind you. As a result, you sit with a slight front bias. At this point you'll suspect that this means a lot of weight on the wrist. Honda engineers have thrown





in a surprise package here, for despite the slightly bent-forward riding position that allows you to tuck yourself in neatly behind the short fairing, the wrists don't ache. Certainly not as much as you'd have expected. The touring element of the design comes to the fore when you look at the instrumentation. It's an all-digital affair with three virtual dials giving out your info instead of the digital-analogue set up that is *de rigueur* on Japanese super sport bikes.

Swing a leg over the split, stepped seat and you're in for the second surprise of the day. The CBR 650F simply doesn't feel like a middleweight motorbike. It's compact and light, which will keep riders, especially the new ones, from being intimidated. It feels more like a 300- or 350-cc bike. All right, exaggeration there, perhaps, but the point I'm trying to make is that this is a very light motorcycle and,

therefore, it gives off an aura of being easily manageable without even having gotten started.

Start the engine and your ears are in for...hold your breath...no aural delight. There is no angry howl from the 649-cc liquid-cooled in-line four. Instead you get a relatively quiet buzz at idle. If you want to really hear the engine note, then you'll have to wring the throttle until the tachometer shows around 7,000 turns. Otherwise there is no sound to set your heart racing and the adrenaline flowing. Sad smiley moment for your Instagram post there, but blame it on ever stricter emission norms. In line with its quiet nature, and like all Honda engines, this one feels smooth and refined. There are barely any vibrations and even on the move at a fairly decent clip no-one will sue you for ruining their siesta. Only when you touch the 6,000-RPM mark ▶



▲ The engine is a peach. Barely any vibrations but powerful. If only it sounded better

▶ All digital clocks hint at the bike's tourer nature. No analogue rev counter here





## FIRST RIDE

### Honda CBR 650F

will you notice a faint buzzing flowing through the seat and the handlebar.

Power is available right from the get go and comes to you in one smooth flowing arc all the way to the bike's peak output of 87 PS, which is attained at 11,000 RPM. There's a healthy 62.9 Nm of maximum torque as well at 8,000 revs, which helps by the bucket-load to either crawl through the city on your way out or while overtaking on highways without having to work too hard. However, if you do want to work a bit harder for your own pleasures, then you'll find this Honda immensely rewarding. Chin down on the tank, back crouched like a cat, wring the throttle as hard as you can and you'll experience the thrill of the front end going light as the motorbike races ahead; 100...130...160...180 km/h, the numbers pile on before you have blinked thrice. It's truly exhilarating.

The bike is also very stable. There's

none of the nervousness-inducing skittishness or twitchiness that might catch you unawares when you wish to accelerate hard. In its place you get the smooth progression of ever increasing velocities, along with the accompanying whine of the motor. It's a heady feeling, without doubt.

Hitting the brakes to set up the bike for the bend ahead, you'll appreciate afresh the CBR's stable nature as the pair of 320-mm dia front rotors with Nissin four-piston callipers bite with potent force. Not to mention, there's plenty of progression from the brakes. Again, there is that remarkable lack of nervousness as the weight transfers from back to front with the bike shedding speed rapidly. At the rear, the bike gets a single 240-mm dia disc. ABS is standard kit.

Flick the bike into the turn and its dynamic capabilities truly come to the fore. I'll digress here a bit and take you

▶ Duck down behind the fairing and *voila!* There's no wind blast at the ton (100 mph or 160 km/h)



#### GEARCHECK

Rider: Aninda Sardar  
Helmet: Shiro R-15  
Jacket: Rev'it GT-R  
Gloves: Frank Thomas  
Boots: XPD

#### RIDING GEAR PARTNER

Wrangler Sun Shield





**Bike**  
INDIA**SPEC TALK****PRICE****Honda CBR 650F**  
**Rs 7.4 lakh** (ex-Pune)**ENGINE**

Configuration: Liquid-cooled, in-line, four cylinder  
Valve-train: DOHC, four valves/cyl  
Displacement: 649 cc  
Bore x Stroke: 67 x 46 mm  
Compression ratio: 11.4:1  
Fuelling: Electronic fuel-injection, 32-mm throttle body  
Maximum Power: 87 PS at 11,000 RPM  
Maximum Torque: 62.9 Nm at 8,000 RPM  
Clutch: Wet multi-plate  
Transmission: Six-speed

**CHASSIS**

Type: Steel diamond type  
Front Suspension: Telescopic, 41 mm  
Rear suspension: Monoshock, 7-stage spring preload adjustment  
Front brake: Dual 320-mm disc with two-piston callipers, ABS  
Rear brake: 240-mm disc with single-piston callipers, ABS  
Front wheel: 17"  
Rear wheel: 17"  
Front tyre: 120/70 ZR17  
Rear tyre: 180/55 ZR17  
Rake/trail: 25.3° / 101.3 mm  
Wheelbase: 1,449 mm  
Seat height: 810 mm  
Tank capacity: 17.3 litres  
Weight: 215 kg (kerb)

**100...130...160...180 km/h, the numbers pile on before  
you have blinked thrice. It's truly exhilarating**



◀ Switchgear feels nice and is easy to operate. Exactly the kind of high quality stuff you'd expect from your Honda. Mirrors are large and practical too



◀ Slightly soft-ish suspension set up ensures constant contact between tyre and road on bad patches. No nervous skittishness here

all back to the review of the CB650F (essentially the naked version of this one) done by our international correspondent and motorcycle guru, Roland Brown, that we had published last year. He had mentioned in that review that the Honda's suspension set-up was softer than he would have liked. Indeed, the CBR 650F's suspension set-up is on the softer side for a bike of this class. Even though conventional wisdom would suggest that a soft suspension set-up would affect handling adversely, on our far from perfect Indian roads it does the exact opposite. This softer set-up enables the tyres to be in constant contact with the patchy surface at all sorts of speeds, thus making the ride predictable, and, by progression, confidence-inspiring. If you're the sort of chap who has access to a racetrack and would like to take this for a track-day, you'll find that despite its soft-ish nature, this Honda is quite capable around circuits too. For the particularly

cribbly lot, you can always increase the stiffness by adjusting the preload.

The soft suspension set-up also means a pliant ride. Again, a must if you intend to go touring on Indian roads. Ruts and patches go by without much fuss and only a deep pothole will jar your senses back to our Indian realities. Until then you can continue to enjoy the Japanese interpretation of refinement.

Nothing in the world, however, is perfect, and in the case of the Honda CBR 650F, the chink in its Indian armour is its price-tag. At Rs 7.4 lakh, ex-Pune according to the Honda website, this sport tourer isn't inexpensive. There are other bikes with similar capacities going for much less and only time will tell whether Indian consumers are willing to pay a high price for a good-quality product or whether they'll prefer to enjoy their leisure motorcycling without compromising their retirement plans. However, so far as the product itself is concerned, there isn't a shred of doubt that the Honda CBR 650F is a peach. **Bike**





# Form Over Function

The scooter has always been the choice of convenience and practicality for the Indian customer. Vespa, however, are seeking to make the scooter a lifestyle choice, and now they are strengthening their onslaught with a 150-cc scooter

STORY: **ANIRUDDHA MULGUND** PHOTOGRAPHY: **CRYSTELLE NUNES**

**'MARKET MATURITY'** HAS been the buzz-word at the Vespa department of the Piaggio office over the past few weeks. Translated into layman lingo, what Vespa are talking about is that the Indian scooter customer has evolved to a point where a scooter purchase isn't just a matter of convenience and practicality but also a lifestyle choice. Indeed, one look at scooter commercials across the country and it is evident that Vespa are on to something, but while the rest of the players continue to shuffle among the 110-125-cc options, the Italians

have dialled things up a notch and introduced a pair of 150-cc offerings in the form of the Vespa VXL and SXL. And before you ask, they are not two different scooters but two trim levels of the same scooter.

Vespa's brass-knuckled punch comes in the form of its retro yet funky looking design. When it comes to design, the Italians have it covered and phenomenally so. The higher-end SXL variant comes with more chrome treatment on the body parts, a perimeter and bumper guard, accessories such as the helmet and a cool-

looking windscreen as standard equipment. There are minor differences between the two trims. For example, the VXL offers a roundish headlamp while the SXL features a bold rectangular reflector unit. Towards the rear, the VXL features a sturdy and functional grab-handle while the SXL comes with a strip of fabric running across the middle of the seat for a pillion to hold on to.

Hidden beneath the seats is a convenient 15-litre storage bin. Although alloy wheels are common to both the scooters, VXL gets chrome treatment





► Handling is decisive and telepathic but ride quality is at the stiffer end of the spectrum

whereas the SXL uses blacked-out wheels. These are wrapped in 110- and 120-section, front and rear Maxxis tyres all the way from Vietnam. The footboard is common and is strongly reminiscent of old-school Vespas with parallel serrations running across the length. Although images on the company's website show pillion foot-rests, the test scooters did not offer any. Another common feature is the combination instrument cluster which offers an analogue readout of the speedometer and digital readouts of the fuel-gauge, odometer and trip meter.

Once astride the Vespa, the riding position is comfortable and the handlebar at level with my midriff, which is pretty convenient. However, a lower position would have been far more appreciated. The contoured seats are separated by a small step and are on the harder side. As I thumb the starter, the engine comes to life with a throaty rasp. The 150-cc engine, like the 125-cc one, employs a three-valve aluminium cylinder-head and is fed by a CV carburettor. This puts out peak power of 11.6 PS at 7,000 RPM and peak torque of 11.5 Nm at 5,500 RPM.

These figures make it the most powerful single-cylinder scooter on offer in the country. That's not to say that you'll be setting the streets ablaze with the Vespa. The grunt is not as much as we would have liked. At best, the 150-cc feels like a really powerful 125 but definitely not what is expected of a 150-cc unit. Power delivery is linear and acceleration is progressive. However, noise levels increase in lockstep with the speed.

The Vespa uses the traditional single sided front suspension and a dual-effect rear shock-absorber. While the handling is decisive and telepathic, the ride quality is at the stiffer end of the spectrum. Charge ahead with some excess speed through a rough patch and the Vespa will punish you with a sore rear.

Both scooters employ a 200-mm ventilated disc brake with a single-piston calliper at the front and a 140-mm drum brake at the rear. Shedding speed is a tricky ordeal on the Vespa. Although the 200-mm disc offers sufficient bite, it lacks progression and requires more than a handful from the right lever. Given the limited scope of the restricted

#### GEARCHECK

Rider: A Mulgund  
Helmet: KBC  
Jacket: Cramster Breezer 4.0  
Gloves: DSG  
Boots: XPD

#### RIDING GEAR PARTNER

Wrangler Sun Shield



#### NEED TO KNOW

**Vespa SXL 150**  
Rs 91,000  
(OTR, Pune)

**Engine:** 150-cc, four-stroke, three-valves

**Output:** 11.6 PS @ 7,000 RPM,  
11.5 Nm @ 5,500 RPM

**Transmission:** Continuous Variable Transmission

**Brakes:** 200-mm ventilated disc (F), 140-mm drum (R)

**Tyres:** Tubeless, 110/70-11 (F), 120/70-10 (R)

environment of this evaluation, we couldn't really explore the Vespa's capabilities to the fullest.

The basic VXL 150 is priced at Rs 86,000 (OTR, Pune) and the addition of features costs a premium of Rs 91,000 for the SXL, which makes it the most expensive scooter in the segment. Following this, one can also expect a limited-edition variant of the Vespa in the form of the Elegante next month. The Elegante will be on offer in pearl white with crimson split-seats and metallic brown with beige seats.

Whether the über-cool style quotient will justify the high price-point, and whether the Vespa will break boundaries of a utilitarian scooter and cross over into the realm of a lifestyle product remains a question of market maturity. So far as we are concerned, however, the new 150-cc Vespa isn't a bad scooter and is certainly high on style. Unfortunately for the Italian marque, however, there are others who offer far more practicality and a decent amount of style as well for a lot less money. And that is the chink in the Vespa's Italian armour. **BIKE**



## FIRST RIDE

Norton Dominator SS





# Determined to Dominate

‘Norton resisted requests to produce more Domiracers, but that bike has now given birth to a street-legal model, the Dominator, plus this even more exotic variant, the Dominator SS, or Super Sport.’ We rode it recently in and around Donington Hall in the United Kingdom

STORY: **ROLAND BROWN** PHOTOGRAPHY: **PHIL MASTERS**



**D**ESPITE RUNNING A few minutes late in returning the Dominator SS, I couldn't resist one short, final detour. Norton's factory is located to the rear of Donington Hall, signposted to the right at a fork in the access road. But I aimed the bike left, instead:

down the short, tree-shrouded drive that suddenly curved to give a view of the classically symmetrical Gothic stately home.

A pair of Union Jack flags fluttered from the roof. Norton boss Stuart Garner's Aston Martin – number-plate SG V8 – was parked outside near the red carpet at the door. It was a magnificent, quintessentially British scene, surely made all the more stirring by the arrival of an equally spectacular Norton motorbike, sun glinting off the mirror finish of its shapely petrol tank.

I rode slowly up the drive, made a quick lap of the circular garden feature outside the Hall's front door, then gunned the Dominator's parallel twin engine to exit the way I'd come, the straight-through pipes bellowing a brief but deafening note. A couple of minutes later I was pulling up outside Norton's factory reception, handing back the SS to a mechanic – “We heard you coming” – and stepping off with my ears ringing, pulse racing and a huge grin on my face.

If the Dominator SS looks familiar, that's perhaps because it's closely based on the non street-legal Domiracer that made plenty of headlines upon its unveiling last year. That original twin, the brainchild of Norton's engineering chief, Simon Skinner, was a lovingly hand-crafted, intricately detailed sporting variant of the Commando 961. It was produced in a limited run of just 50 machines and sold out within a week despite a £25,000 (Rs 25 lakh) price tag, with some owners paying the extra £2,000 (Rs 2 lakh) required to make it road-legal (via single vehicle type approval).

Norton resisted requests to produce more Domiracers, but that bike has now given birth to a street-legal model, the Dominator, plus this even more exotic variant, the Dominator SS, or Super Sport. Its name brings to mind the Dominator 650SS of the early 1960s: the handsome 646-cc, Featherbed-framed parallel twin that remains one of Norton's most illustrious models, and was arguably the fastest and finest road-burner of its day.

Like the Domiracer, this Dominator SS is lean and minimalist, its centrepiece a shiny aluminium fuel-tank. This sits above a heavily finned and unmistakably Norton-shaped engine from which, on each side, emerges a single exhaust pipe that curves delightfully before ending at an intricately hand-welded megaphone.

The café racer's look is very different from ►



that of the Commando on which it's based, although there's no change to the 961-cc air-cooled engine, which gets its capacity from long-stroke dimensions of 88 x 79 mm. By contrast, the frame, borrowed from the Domiracer, is completely different, with a diagonally mounted monoshock instead of the Commando's twin shocks. Its top tubes curve down at the rear in a style reminiscent of Norton's famous Featherbed frame.

Despite the similar look and design there are numerous differences between the Domiracer and Dominator SS. "We felt the Domiracer was too nice to make just 50 but we didn't want to let down people who'd paid a lot of money for one," says Skinner. "The Dominator has the flyscreen, slightly bigger pipes, different side-panels and some other tweaks to reduce the price a bit and make it more suitable for mass production. When you're only making 50 units you can go over the top on the detail of the yokes and fancy mudguard brackets. We needed to make the Dominator more production-ready."

That's particularly true in the case of the standard Dominator, which differs in having a Commando-style painted tank instead of the SS' hand-rolled aluminium item. That polished finish is echoed in the SS' top yoke, and the mount for the pair of chrome-rimmed

instruments. The more expensive model also gets billet alloy rearsets, as well as parts such as the drilled-for-lightness side-panels that are shared with the standard model.

As with the Domiracer, the aim was to combine a hand-crafted design with advanced manufacturing techniques. "A craftsman in a shed might be able to make the lovely aluminium tank but he couldn't make the carbon-fibre parts or billet yokes," Skinner says. "Likewise Triumph or Ducati could make the carbon-fibre but they wouldn't consider a fuel-tank that takes three days to make. So we've got a combination of components on the bike that are almost unique really, and most parts are made either here or locally."

The monochrome look is enhanced by the stubby carbon-fibre single seat that holds the alloy oil-tank cap in its nose and, on the SS only, is painted with a subtle Union Jack flag. There's more high-quality carbon in the airbox (complete with #1 numeral, in this first bike's case), mudguards and the flyscreen above the round headlight. Cylinder barrels and the wire-spoked wheels' aluminium rims are black, as are the frame and braced swing-arm. Even the Öhlins shock's spring is black instead of the normal yellow.

It's one of those rare bikes that you could spend

hours simply admiring, but I didn't have time for that. I threw a leathered leg over the fairly low seat, its padding just a thin piece of foam, and leaned forward to a pair of low, slim, angled-back clip-on handlebars. The ignition key sits below the pair of neat, black-faced dials. A press of the button brought the 961-cc, pushrod motor to life with a deep, thunderous blast of sound (the SS also comes with homologated silencers) like something from a classic-race paddock.

The rear-set pegs are fairly high, but the Dominator felt reasonably roomy as I trod into gear... then trod again to make sure. Selecting first could be slightly tricky, perhaps because this first SS – boss Garner's personal machine – had covered very few miles. But the beefy parallel twin had plenty of low-rev grunt, and was so low-geared that it would happily have pulled away in second if requested.

It was also very sweetly fuelled, with a light throttle action and a very responsive feel. Despite the aggressive café-racer image there was no snatchiness or hesitation; just a strong, instant punch of acceleration, combined with a deliciously broad spread of torque. And, when I shut the throttle, with another wonderful sound as the exhaust spluttered and crackled.

That free-breathing pipe adds a few



BIKE INDIA		SPEC TALK	
₹	PRICE	<b>Norton Dominator SS</b> Rs 20.36 lakh	
ENGINE		Configuration: Air-cooled parallel twin Valve-train: Pushrod, two valves per cylinder Displacement: 961 cc Bore x Stroke: 88 x 79 mm Fuelling: Electronic fuel-injection Maximum Power: 80 PS at 6,500 RPM Maximum Torque: 90 Nm at 5,800 RPM Clutch: Wet multi-plate Transmission: Five-speed	
CHASSIS		Type: Cradle frame Front Suspension: 41-mm Öhlins telescopic, adjustment for preload, compression and rebound damping Rear suspension: Öhlins TTX shock, adjustment for preload, compression and rebound damping Front brake: Twin 320-mm discs, radial four-piston Brembo callipers Rear brake: 220-mm Brembo disc, twin-piston calliper Front tyre: 120/70 ZR17 Dunlop Qualifier Rear tyre: 180/55 ZR17 Dunlop Qualifier Dry weight: 185 kg (approx)	





**There are very few that look, sound and feel remotely as special as this stunning old-school café racer with which Norton's impressive revival goes up another gear**



▲ Shiny chromed tank is the highlight of the motorcycle



▲ Round dials and chrome finish for the retro look



▲ The 961-cc air-cooled engine is borrowed from the Norton Commando

horsepower to the 80 PS at 6,500 RPM that the Commando delivers as standard. With the peak torque figure of 90 Nm delivered at just over five grand there was more than enough acceleration for back-road fun. Once under way, the 'box shifted sweetly, and the Domi always seemed to be ready to shoot forward when given a tweak of its throttle, helped by that low gearing that meant it was doing 5,000 RPM in top at 120 km/h.

A bit of buzzing came through the rearsets and thinly padded seat as the tach needle swept towards the eight-grand red-line. This isn't a bike for much motorway use but it was fine when I reached a broad, curving main road, increasing its pace towards a top speed of just over 200 km/h. And for back-road blasting it was ideal: quick enough to be exhilarating with the hedges rushing past on either side, its performance emphasised by the din and the

wind pulling at my shoulders and neck despite the tiny carbon flyscreen.

Chassis performance was well up to the job, as you'd expect from a relatively light and simple bike with a descendent of the famous Featherbed holding it together. Those old Dominators didn't have the benefit of a beefy, well-braced swing-arm like that of the SS; or of top-quality Ohlins suspension at each end. The multi-adjustable USD forks and piggy-back TTX shock gave a respectably compliant ride. And when I thought the shock could use a touch more damping, it was easy to lean down and tweak the easily accessible knobs.

The blend of 17-inch front wheel and respectably sporty geometry gave sharp and accurate steering, too, making the Norton enjoyably agile on those occasionally bumpy Midlands back-roads. Big front discs and

Brembo radial callipers gave fierce and controllable stopping power, albeit without ABS. The Dunlop Qualifiers gripped well, and there was enough ground clearance for hard cornering, although anyone contemplating track use should be aware that those sweeping downpipes are the first thing to scrape, possibly with front-tyre-unloading consequences.

The Dominator was great fun when ridden aggressively but the bonus with a bike like this is that you're still not doing crazy speeds, and it's involving at a more gentle pace. It's no town bike but even coped reasonably well with the occasional slower stretch, pobbling through a few villages while I attempted in vain to keep the noise down. Thankfully, I got back to Donington Hall without waking the police, who might not have appreciated this outstanding but slightly anti-social example of local craftsmanship. ►

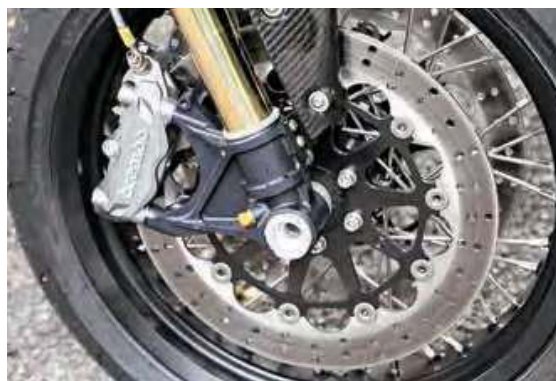


## FIRST RIDE

Norton Dominator SS



▲ The SS gets a humped tail cowl for the café racer look



▲ The bike has strong brakes and good rubber but no ABS



▲ Riding the #1 is a privilege when you know there are only 200 of these

There were a couple of minor glitches along the way. The neat, machined alloy fuel cap leaked slightly after I'd stopped to top up the tank, when I also realised that the rear light assembly had vibrated loose. That's one traditional British-twin feature that owners wouldn't want after spending £24,500 (Rs 24.5 lakh) on the Dominator SS, but the odd teething

problem is possibly to be expected.

Hopefully, Norton have sorted those issues because the limited run of 200 units of the SS is now being built, with almost all of them sold. But a bike like this is still available because the standard Dominator, which costs £19,950 (Rs 20 lakh) and whose production will not be limited, can be upgraded almost to SS specification with

the addition of the alloy tank and a loud exhaust.

Either way, the reborn Dominator is a magical motorcycle. There are plenty of faster, more efficient and more sensible bikes – many for considerably less money – but there are very few that look, sound and feel remotely as special as this stunning old-school café racer with which Norton's impressive revival goes up another gear. **BIKE**

### DOMINATOR: NORTON'S TWIN-CYLINDER TRADITION

→ The new Dominator continues a distinguished line of twin-cylinder Nortons of that name. The original Dominator was the 497-cc Model 7, which became the firm's first post-World War II parallel twin roadster when it was introduced in 1949, to compete with the Triumph Speed Twin that had revolutionised the motorcycle industry.

Designed by Bert Hopwood, the Model 7 produced 30 PS and had a top speed of about 150 km/h. It was respectably light, earned a good reputation for reliability and the solid handling of its plunger-framed chassis. It was a success despite costing more than the equivalent Triumph.

The Model 7 was soon followed by a more glamorous model, the Dominator 88, which introduced the Featherbed frame that had been used with great success by Norton's single-cylinder Manx race bikes, ridden by stars including Harold Daniell and Geoff Duke. The Featherbed proved ideally suited to the twin-cylinder powerplant, and the Dominator 88's sweet handling and light weight helped make it a success.

In 1956 Norton enlarged the engine to 597 cc to power the Dominator 99, but arguably the best known model with the name came in 1962: the Dominator 650SS. This was a stylish, silver-painted sports model with a 646-cc engine that

produced 50 PS with the help of a downdraft cylinder-head, developed from the Domiracer production racer that had competed in the previous year's TT.

The Dominator 650SS was arguably the first Norton twin to combine competitive straight-line performance with the marque's traditional fine handling. It won several prestigious long-distance production races, and was voted *Motorcycle News* machine of the year in 1962 and '63. It remained in production for over six years (before being replaced by the 750-cc Commando), and is regarded as one of Norton's greatest ever bikes, so is a fitting inspiration for the new Dominator SS.





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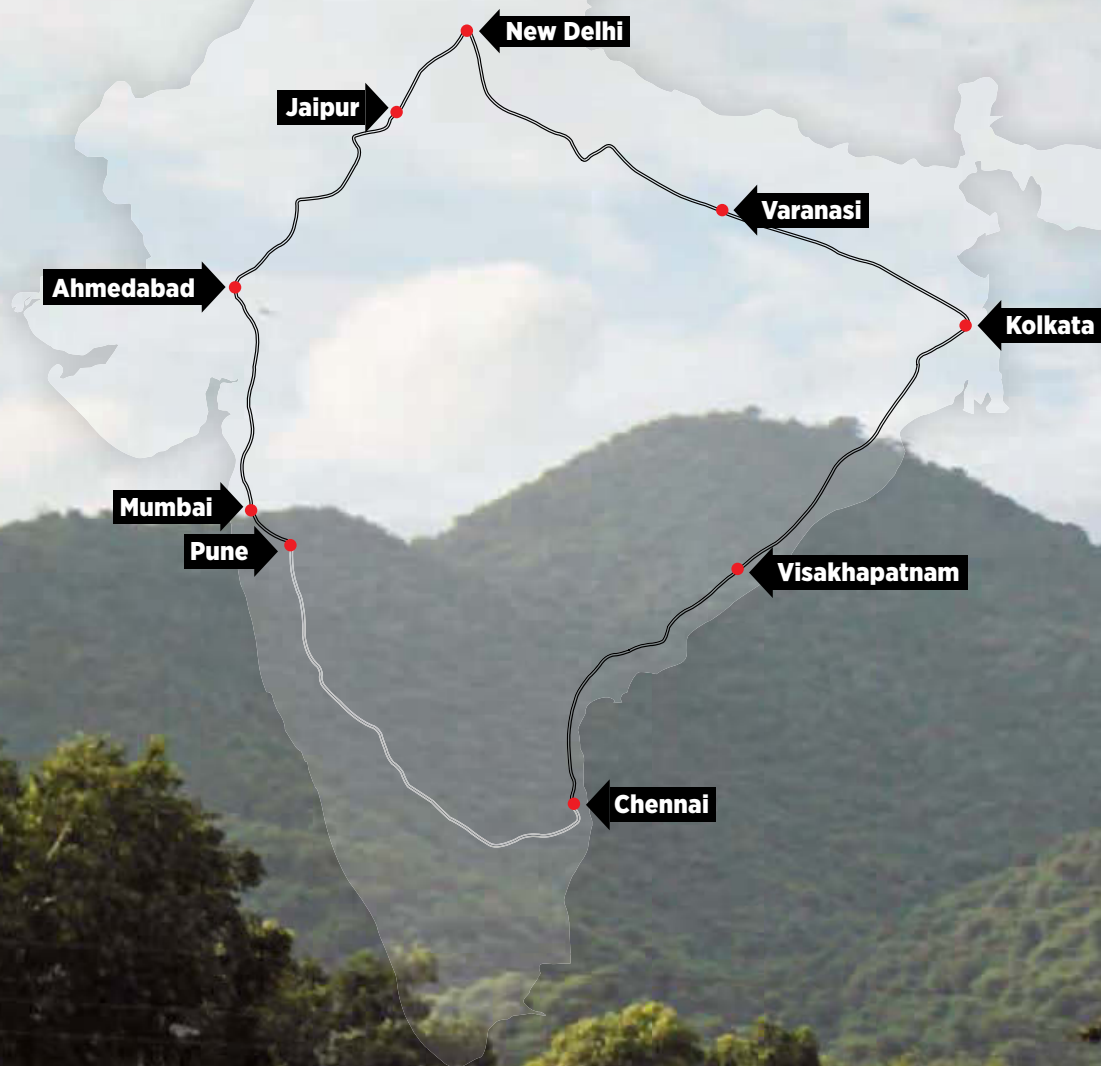


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# East India's Triple Blast

We pick up our Golden Quadrilateral journey in Kolkata, where we discover the city's many joys before heading out towards Chennai, constantly exploring *en route*

STORY: **HARKET SUCHDE** PHOTOGRAPHY: **ROMMEL ALBUQUERQUE**







**T**HE GURGLING of rain-clouds and staccato rat-a-tat of thick, heavy raindrops pummelling into my hotel room's window are my alarm clock for this morning. As I relinquish the comfort of warm covers and amble over to the window, I see the sky cloaked in ominous grey, the rain absolutely pelting down. In usual circumstances that would be depressing, but these aren't usual circumstances. I know that a gorgeous Triumph Speed Triple in a shade of black that would give the rain clouds a run for their money awaits me, sitting pretty in the parking lot. Just remembering that is like an instant shot of caffeine. To hell with the rain, to hell with sleep, I get to ride the Speed again!

A quick shower, an even quicker bite, and an actual shot of caffeine later I finally swung my leg over the bike and slid into the saddle. Starter pushed, the three-pot 1,050-cc mill began its throaty serenade and the 'city of joy' had at least one extremely joyous bloke motoring around her streets insanely early in the morning.

We began our Kolkata exploration with a visit to the Triumph showroom there. The Kolkata Triumph team were extremely accommodating and gave us some brilliant tips on what to see in the city and gave us helpful directions as well. After a long and enjoyable chat while the bike was being examined by the service team, we set off, armed with information to see what wonders Kolkata had to offer. But first, there was a puddle full of water too tempting to resist, and with the road completely deserted, we just had to splash through it. So we did, and then began our Kolkata expedition.

The closest monument was the Victoria Memorial. A Victorian (duh) monolith built to commemorate England's Queen Victoria on her death in 1901 by the then viceroy, Lord Curzon, this grand white marble construction cost a staggering one crore and five lakh rupees to build and was funded through the collection of donations from both the aristocracy and general populace of India. It also houses a museum and sits in the middle of lush, sprawling gardens. A few feet away from the entrance to the memorial a tribute has also been paid to noted Kolkata and Indian luminary Sri Aurobindo in the form of a stately statue.

▲ Tribute to a queen: the Victoria Memorial

▼ Tribute to a scholar: Prinsep's Ghat

Next we went to the Eden Gardens, both the actual garden and the stadium named after it, and, after checking out the Indian cricket team's greatest moments captured in massive posters slapped across the Cricket Association of Bengal's entrance, we continued with our sightseeing. We headed up towards Prinsep's Ghat. A few feet before it, we spotted the Patton Tank covered in Urdu scrawling. I didn't know why a not-quite-Indian-Army-green tank covered in Urdu was sitting there in that moment, but the Triumph Kolkata team had provided us with the history behind this too. The tank was captured when India







sided with East Pakistan (now Bangladesh) to help cast off the chains of rule that Pakistan had her tied down with. This war for Bangladesh's emancipation was waged in 1971, and this tank was captured when India attained victory in these efforts.

We eventually did make it to James Prinsep's Ghat. James Prinsep was a British scholar and famed expert in Asian history. His popularity is high among the populace of Kolkata and the rest of the country due to his efforts towards the deciphering of ancient Indian Kharoshthi

and Brahmi scripts. The *ghat* plays host to lawns with expertly manicured foliage that depicts animals and the like, and a splendid monument paying tribute to Prinsep. It is situated in the shadow of the Vidyasagar Setu and on the banks of the Hoogly River. Sitting at the riverside is a tranquil and calming experience, and the serenity was accentuated by the presence of a local violinist who was weaving soft, lilting artistry with his instrument while I was there.

That very day we left Kolkata and her many bridges behind, and moved ►

▲ With team Triumph - Kolkata

▶ Where legends are born: Eden Gardens

▼ Chandipur's famed beach



## NEED TO KNOW

### STREET TRIPLE

**PRICE:** Rs 9.03 lakh (OTR, Pune)

**Engine:** 675cc in-line three

**Output:** 79.3 PS at 11,050 RPM, 57.3 Nm at 8,375 RPM

**Transmission:** Six-speed

**Brakes:** Twin 310-mm discs with ABS (F), 220-mm disc with ABS (R)

**Tyres:** Pirelli 120/70 ZR17 (F), 180/55 ZR17 (R)

**Kerb Weight:** 188 kg

**Tank capacity:** 17.4 litres

## NEED TO KNOW

### SPEED TRIPLE

**Price:** Rs 12.81 lakh (OTR, Pune)

**Engine:** 1,050cc in-line three

**Output:** 126.7 PS at 9,300 RPM, 104.8 Nm at 7,800 RPM

**Transmission:** Six-speed

**Brakes:** Twin 320-mm discs with ABS (F), 255-mm disc with ABS (R)

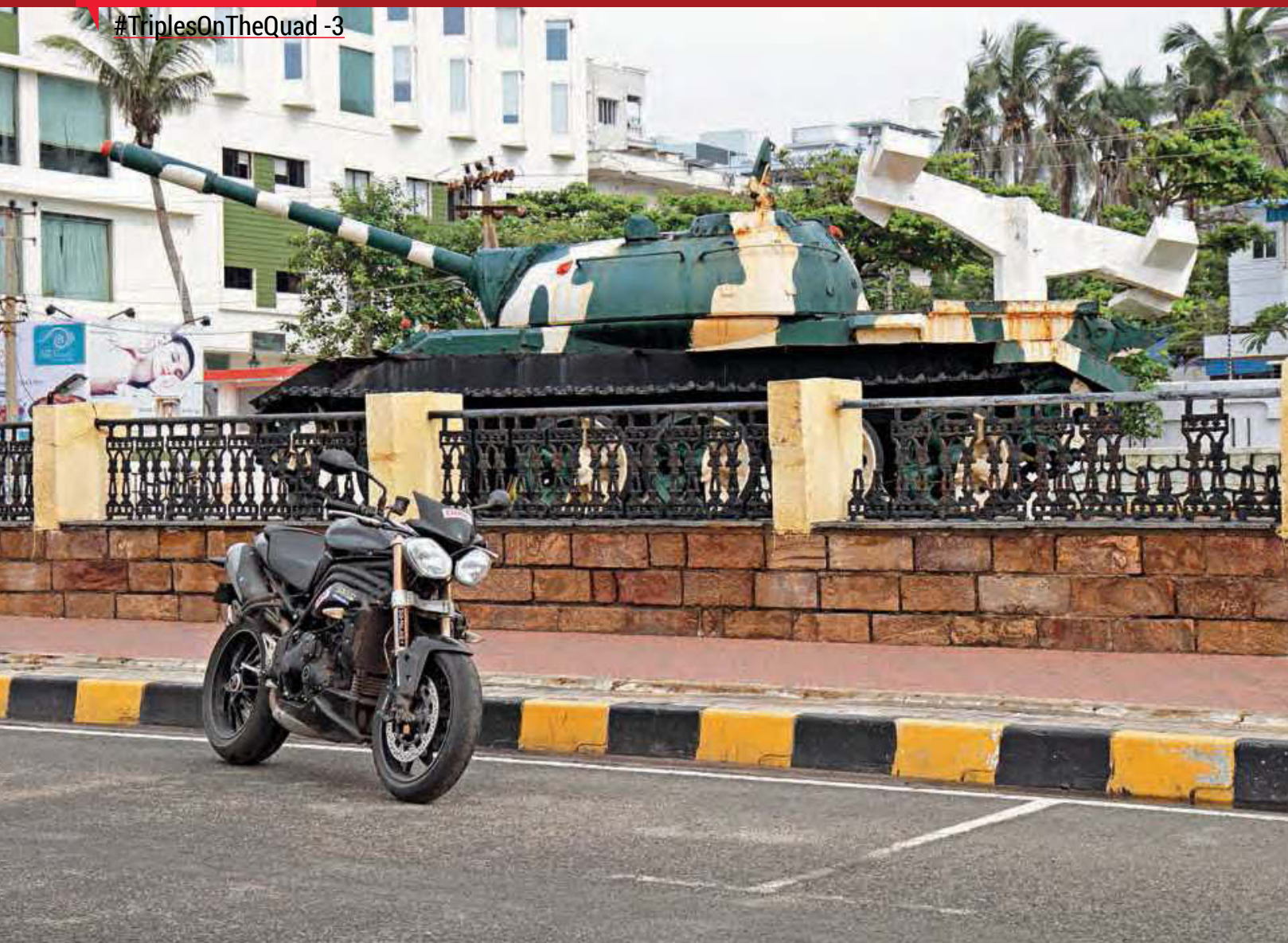
**Tyres:** Metzeler 120/70 ZR17 (F), 190/55 ZR17 (R)

**Kerb Weight:** 214 kg

**Tank capacity:** 17.5 litres







### PLACES OF INTEREST

#### Kolkata:

Victoria Memorial, Eden Gardens, Kalighat Kali Temple, Maidan, Howrah Bridge, Prinsep's Ghat, Indian Museum, Birla Planetarium

#### Balasore:

Chandipur beach, Panchalingeswar temple, Talsari, Kuldiha Wildlife Sanctuary, Khirachora Gopinath Shrine

#### Visakhapatnam (Vizag):

Rama Krishna beach, Victory at Sea Memorial, Kursura Submarine Museum, Kailasagiri, Visakhapatnam Zoo, Simhachalam Temple



▲ All tank-ed up

▼ Submarine sunk: the Victory at Sea Memorial

▼ Sub text: the INS Kulusura Submarine Museum

off towards Balasore. A small town in Odisha, the road there wasn't the greatest, but the Speed Triple's 120-mm-travel-capable upside down Showa shocks in the front and the Showa monoshock allowing for 130 mm of travel at the rear meant the effect of these less-than-acceptable roads were greatly mitigated. We reached Balasore well into the night, and stayed at the excellent Hotel Barjorjis Banjara.

After an extremely comfortable night in, we headed off towards nearby Chandipur to check out the famed beach there. Chandipur beach is the site for the Indian Army's Integrated Test Range; missiles, including the nuclear capable ones, in India's arsenal have been tested here. There's a reason that Chandipur was chosen as the test location. The

beach here is an extremely unique one. The water recedes by over five kilometres every day during low tide, and returns again at high tide. It is amazing to witness, and because Chandipur isn't a 'beach destination', you can enjoy its beauty and tranquillity without being bothered by hordes of tourists. The Speed, ostentatiously a tarmac demon, surprisingly held its own on the soft sand and we had little trouble riding it on to the beach and back out. The pair of Metzeler Racetec Interact kicks that the Speed Triple rides on can take huge credit for allowing us to take this bike into such flimsy terrain without incident.

We spent the best part of the morning here before heading out to our next port of call: the port town of Visakhapatnam, a.k.a. Vizag. Open highways meant I got the chance to twist the throttle and, boy, did I twist it! While riding in the tiny lanes of Balasore, the Speed's 127 horses were desperately reigned in, but now there was every chance to gallop. With a roar that echoed lightning and thunderstorms the Speed surged forward, tapping into every last drop of all those 105 torques. It was just me, the bike, and flashes of colour as the kilometres melted away under the Speed's three-cylinder







fury. It's times like these when you really understand what the Speed is meant to do, what it was born to do.

Vizag was comfortably reached, and we settled down for the night. As is usual for us, we set out early the next morning. A new day, a new city, and so many things to see! We first headed towards the actual port and Vizag's industrial belt. We even caught a glimpse of Vizag's Indian Navy HQ from the outside. Next we were off to the beach – Ramakrishna Beach (or 'R K Beach' as the cool kids in Vizag call it) to be exact. After goofing around and checking out the souvenir stores on the beach, all we had to do was

skip down the road to the Victory at Sea war memorial. Another tribute to the aforementioned victory of 1971, this memorial is particularly commemorative of the sinking of a Pakistani submarine, Ghazi, when it tried to enter Indian waters. The memorial isn't restricted to the navy, however, because a T-55 tank, an Alizee fighter jet, RZ-61 surface-to-air missiles and P-21 surface-to-surface missiles, along with an RL-140 anti-submarine rocket-launcher used in this war have all been displayed here.

After taking in all that awesome weaponry, we ventured diagonally opposite to the memorial and into the ►

▲ Fruit shoot

▶ Exotic idli



#### THINGS TO CARRY

Pack light and carry only the essentials while riding. For longer trips, you may require saddlebags, so select a set specifically made for your kind of bike. Strap them down with the help of bungee cords, so that they don't move around when in motion. Other necessities, like official papers and gadgets, can be carried in a tank-bag. This way, you have easy access to them when you take breaks. Fuel up the bike at the beginning of the ride everyday. Also try and keep your hip pockets empty to avoid discomfort over long rides. A hydration pack can also be a big help at times.

#### RIDING GEAR PARTNER

Denim:  
Wrangler Sun Shield



#### GEARCHECK

Rider: Ravi Chandnani  
Helmet: KYT  
Jacket: Rev'it Warp  
Gloves: Spidi STS-R  
Boots: XPD XP5S





INS Kursura submarine. No kidding, the INS Kursura has been remodelled into a submarine museum, and is one of the coolest things I have ever seen!

Next we went to a nearby restaurant, called Sweet Magic, and took our pick from a massive variety of delicacies from the south Indian cuisine. After satiating our hunger, it was time to say goodbye to Vizag, and hello to the Golden Quadrilateral again, because Chennai was now in our cross hairs.

Just a little way out of Vizag we spotted a fruit vendor with a massive pile of his wares set up by the roadside. My curiosity got the better of me so I glanced into my rear-view mirror, and seeing no traffic behind me, quickly engaged the ABS-infused Brembo brakes and immediately came to standstill. Mangoes, he was selling mangoes. Curiosity satisfied, it was back to speeding on the Speed once again. The highway was blissfully empty, languid grey clouds provided respite from the sun, and a pleasant wind was wafting through the air – perfect riding conditions. Time seemed to have become irrelevant, with only the measured waning of daylight any indication that it was indeed passing.



It wasn't long before the deep blue of the sky melded into the black of the ever-present clouds, and the tumbling distance-figures on the milestones told us Chennai was near at hand. Another quick rest beckoned, and then another venture into extracting all the beauty

▲ Chennai, here we come!

and wonder that India has to offer. That's a story for another day, though, and we'll pick up at Chennai for the last leg of this story. So far, it's been a thrill-a-minute, so keep an eye out for the story in the next issue of *Bike India* to see how it ends. **BIKE**



### TYRE SPECIFICATIONS

#### Triumph Street Triple

**Front:** 120/70 ZR17 Pirelli Diablo Rosso Corsa

**Rear:** 180/55 ZR17 Pirelli Diablo Rosso Corsa



→ THE TRIUMPH STREET Triple, the Speed Triple's younger sibling, rides on Pirelli's Diablo Rosso Corsa tyres. The tyres latch on to the road surface, providing a great deal of stability and control. They also inspire confidence when going round bends and leaning into corners, by providing optimal hold, no matter what the conditions. The tread on the tyre is optimised for tarmac riding, both on road and racetrack, making them extremely versatile and a perfect match for a machine as capable as the Triumph Street Triple.



### TYRE SPECIFICATIONS

#### Triumph Speed Triple

**Front:** 120/70 ZR17 Metzeler Racetec Interact

**Rear:** 190/50 ZR17 Metzeler Racetec Interact



→ TRIPLES ON THE QUAD – leg three and we travelled within Kolkata, onwards to Chandipur, then to and around Vizag, before finishing in Chennai. The first challenge that the Speed Triple and its Metzeler Racetec Interact tyres faced was the sand on the Chandipur beach. The tyres gave us no trouble in an environment far removed from their comfort zone. We also did more high-speed highway stints, some tight cornering, and rode through some really rough patches. The firm grip provided by the tyres allowed us to navigate through all these conditions without a single hitch.







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# Younger Siblings





In our last 110-cc comparison the TVS Scooty Zest came out with flying colours, and for a good reason too. Now Yamaha have a new entrant in this segment, after the Ray and Ray Z, in the form of the Fascino. It was only natural that we should pit it against the reigning leader

STORY: **ANIRUDDHA MULGUND** PHOTOGRAPHY: **SANJAY RAIKAR**







**F**OR A WIDE-EYED, enthusiastic motorcycling greenhorn, the 110-cc scooter is nothing short of a pocket-rocket. And most newbies here in India tend to swing a leg over this hassle-free two-wheeler before getting into the complexities of a geared motorcycle. Given the fact that the

segment has matured over the past decade, most manufacturers have covered, if not perfected, the basics of each of their offerings. With its utilitarian combination of storage space along with the simplicity and user-friendliness of its automatic powertrain, the 110-cc scooter is one of the best means of pottering around town.

TVS have for long been a competitor in this segment and, following the launch of the Scooty Zest 110 last year, they took the





## One cannot deny the fact that the Fascino grabs eyeballs by the dozen wherever it goes

market by storm. The Zest borrows its engine from the Wego, which is a more family-friendly, unisex offering from TVS. The Zest, however, has found favour with both the sexes alike despite its product placement strategy targeted at the college-going girl with its implicit #collegewaaligaadi. Although Yamaha have had their finger in the 110-cc pie in the form of the Ray and Ray Z for quite some time, a fresher and trendier design that attracted the younger college-going

audience was needed. And that is how the Fascino with an ambiguous #fascniofy came into being. Both the scooters have been derived from the platform of their older siblings and are targeted at the younger audience. Let's find out if the Zest fits the demanding bill of the *collegewaali gaadi* and if the Fascino manages to er... well, fascinate us.

### STYLING AND FEATURES

One cannot deny the fact that the Fascino

grabs eyeballs by the dozen wherever it goes. With its curvaceous body work and lavish amount of chrome the Fascino is definitely the looker of the two. The chromed out mirrors and front grille along with the triangulated headlamp lend a retro look to the Fascino. The smooth flowing lines on the bodywork meld seamlessly across the length. Towards the rear, the Fascino dons a blackened out powertrain and a stocky muffler. Aesthetically, the Zest is all curves and boomerangs. The front apron is flanked by the boomerang blinkers and in the middle sits the chromed out TVS crest plate. This design philosophy extends towards the rear and is further accentuated with an ergonomic yet chic looking grab-rail. Both the scooters feature an analogue instrument console with readouts of the speedo and the fuel-gauge. While the Zest offers a wraparound storage bin, which is hugely useful, the Fascino has a triangular cubbyhole which tapers towards the bottom. This makes retrieving tiny objects from it a task, one that can be accomplished by a competent proctologist.

Tucked away neatly below the seat is the massive 21-litre storage bin which is the highest in the segment. However, it fails to accommodate a full-faced helmet ►



# FEATURE

## TVS Scooty Zest v Yamaha Fascino

SPEC TALK

**TVS Scooty Zest**  
**Rs 52,616** (OTR, Pune)

OVERALL Star Rating ★★★★★

Width 660mm Kerb Weight 98.5kg  
 Battery 12V / 5.0 Ah, Analogue speedometer, odometer

**ENGINE**  
**Rating:** ★★★★★  
 Type: Single cylinder, air cooled  
 Displacement: 109.7 cc  
 Valvetrain: SOHC, two valves/cyl  
 Ignition: Digital CDI Ignition  
 Starting: Electric/Kick  
 Bore x Stroke: 53.4 x 48.8 mm  
 Comp Ratio: NA  
 Fuel Supply: Carburettor  
 Max Power: 8.02 PS at 7,500 RPM  
 Max Torque: 8.8 Nm at 5,500 RPM  
 Power-to-Weight: 81.42 PS/tonne

**TRANSMISSION**  
**Rating:** ★★★★★  
 Clutch: Centrifugal  
 Gears: CVTi  
 Primary Drive: Belt  
 Final Drive: Belt  
 Gearshift Pattern: NA

**CHASSIS**  
**Rating:** ★★★★★  
 Type: NA  
 Brakes (Front): 110-mm drum  
 Brakes (Rear): 130-mm drum  
 Tyre (Front): 90/100-10, tubeless  
 Tyre (Rear): 90/90-10, tubeless  
 Suspension (Front): Telescopic fork  
 Suspension (Rear): Double-rated hydraulic monoshock

**FUEL EFFICIENCY**  
**Rating:** ★★★★★  
 Overall \*: 55 km/l  
 Highway: 60 km/l  
 City: 48 km/l  
 Fuel Tank Capacity: 5 litres  
 Range: 227 km  
 \* is 75% city riding and 25% highway

**ACCELERATION**  
**Rating:** ★★★★★
 

Standing Quarter Mile (0-400m)  
23.57s @ 81.79 km/h

ROLL-ON	3rd	4th	5th
30-60 km/h	8.75	NA	NA

Top Speed: 90.39 km/h

Speedometer error	
True Speed	Indicated Speed
19.5 km/h	20 km/h
34.5 km/h	40 km/h
52.5 km/h	60 km/h
70.5 km/h	80 km/h

**Braking**  
 60 km/h to standstill: 25.99 metres / 3.11s  
 80 km/h to standstill: 73.78 metres / 5.85s

Performance testing by Aninda Sardar

SPEC TALK

**Yamaha Fascino**  
**Rs 60,137** (OTR, Pune)

OVERALL Star Rating ★★★★★ ROAD TEST #161

Width 675mm Kerb Weight 103 kg  
 Battery 12V / 5.0 Ah, Analogue speedometer, odometer

**ENGINE**  
**Rating:** ★★★★★  
 Type: Single cylinder, air-cooled  
 Displacement: 113 cc  
 Valvetrain: SOHC, two valves/cyl  
 Ignition: Digital CDI  
 Starting: Electric/Kick  
 Bore x Stroke: 50mm x 57.8 mm  
 Comp Ratio: 9.2:1  
 Fuel Supply: Carburettor  
 Max Power: 7.1 PS at 7,500 RPM  
 Max Torque: 8.1 Nm at 5,000 RPM  
 Power-to-Weight: 68.93 PS/tonne

**TRANSMISSION**  
**Rating:** ★★★★★  
 Clutch: Centrifugal  
 Gears: Six-speed, synchromesh  
 Primary Drive: NA  
 Final Drive: Belt  
 Gearshift Pattern: NA

**CHASSIS**  
**Rating:** ★★★★★  
 Type: NA  
 Brakes (Front): Drum  
 Brakes (Rear): Drum  
 Tyre (Front): 90/100-10, tube-type  
 Tyre (Rear): 90/100-10, tube-type  
 Suspension (Front): Telescopic fork  
 Suspension (Rear): Monoshock unit swing

**FUEL EFFICIENCY**  
**Rating:** ★★★★★  
 Overall \*: 42.5 km/l  
 Highway: 50 km/l  
 City: 40 km/l  
 Fuel Tank Capacity: 5.2 litres  
 Range: 221 km  
 \* is 75% city riding and 25% highway

**ACCELERATION**  
**Rating:** ★★★★★
 

Standing Quarter Mile (0-400m)  
23.32s @ 83.86 km/h

ROLL-ON	3rd	4th	5th
30-60 km/h	6.67	12.36	12.36

Top Speed: 89.35 km/h

Speedometer error	
True Speed	Indicated Speed
17.8 km/h	20 km/h
35.6 km/h	40 km/h
54.9 km/h	60 km/h
72.6 km/h	80 km/h

**Braking**  
 60 km/h to standstill: 17.43 metres / 2.50s  
 80 km/h to standstill: 68.38 metres / 5.68s

Performance testing by Aniruddha Mulgund

like the 19-litre bin of the Zest. The wide floor-board on the Zest is serrated and offers ample leg-room. The Fascino, too, offers a substantially roomy footboard.

Riding position is similar on both the scooters, but the Fascino's handlebar is slightly lower than that on the Zest and feels more natural. The fit-and-finish on both the scooters is middling; good but not exceptionally outstanding. The Yamaha fares slightly better than the TVS in terms of build quality. The Zest, while being stylish, appears to be trying too hard in comparison to the chic looking Fascino which turns heads without fail.

### ENGINE AND PERFORMANCE

The Zest might have grown long in the tooth a little prematurely in the looks department, but it still continues to delight us in terms of performance. The 109.7-cc engine summons peak power of 8.0 PS at 7,500 RPM and 8.7 Nm of torque at 5,500 RPM. This was enough to propel its 98.5 kg with our test-rider Piyush to 86.24 km/h in 21.15 seconds in the quarter mile run. In terms of fuel efficiency, too, the Zest isn't too demanding on the pocket and delivers 55 km/l. The Fascino's 113-cc engine, on the other hand, puts out peak power of 7.1 PS at 7,500 RPM and a peak torque of 8.1 Nm at 5,000 RPM. The Fascino, while still peppy, fails to propel one as excitingly as the Zest. That's not to say that it struggles to pull a kite. In the quarter mile run, the Fascino clocked 83.86 km/h in 23.32 seconds. Despite the Blue Core friction reduction treatment, the Fascino delivers a disappointing 42.5 km/l.

The Zest employs a double rated spring at the rear which offers a comfortable ride







▶ The cubby-hole has sharp edges and retrieving tiny objects is a task for a proctologist alone

▶▶ The Fascino offers best-in-class storage space of 21 litres but fails to accommodate a full-faced helmet



#### RIDING GEAR PARTNER

Wrangler Sun Shield



#### GEARCHECK

Rider: A Mulgund  
Helmet: KBC  
Jacket: Spidi  
Gloves: RJays  
Boots: Sidi Apex

Rider: Shekhar Singh  
Helmet: THH  
Jacket: RJays  
Gloves: DSG  
Boots: RJays

#### HANDLING AND RIDE QUALITY

Both the scooters employ the monoshock unit swing suspension at the rear and telescopic forks at the front. However, the rear suspension strut on the Zest employs a double rated spring which translates into a smoother ride and the scooter bullies most undulations without much fuss. Given its petite dimensions and compact size, the Zest sifts through the congested urban traffic with ease. Adding to its nimble characteristics, the substantially low kerb weight of 98 kg makes it a winner on the agility front. The Fascino, on the other hand, is set up more firmly and can turn into a wonky ride on rough patches. However, the stiff set-up means the Fascino corners with considerable aplomb.

#### VERDICT

The Fascino has much going for it aesthetically and the retro styling works commendably in its favour. If bling quotient and road-presence is of primal importance, then look no further. However, it does moderately in terms of performance and fuel economy. The build quality, too, is only slightly better than that of the Zest. At Rs 60,137 (OTR, Pune), the Fascino is marginally more expensive than the Zest, which is priced at Rs 58,539 (OTR, Pune). The Zest might not turn as many heads as the Fascino but will surely get you to college and back much faster. Even in terms of running cost, the Zest offers better value for money. If you are looking for a better overall package, the Zest definitely fits the bill. **BIKE**



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# City Lights

Honda versus their former partner, Hero, versus south Indian superstar TVS. Who will be the winner in this three-way battle? Read on to find out

STORY: **RAVI CHANDNANI** PHOTOGRAPHY: **SANJAY RAIKAR**







**T**HE COMMUTER MOTORCYCLE SEGMENT is so important in India that motorcycle companies like Honda have always focused on small bikes. In fact, in their quest to become number one they have intensified their efforts in this particular segment. Therefore, when Honda Motorcycle and Scooter India (HMSI) launched their latest commuter, the Livo, we decided that it would be apt to compare it with Hero's Passion X Pro. However, to keep things interesting, we decided to make it a three-way battle and therefore included the Star City+ from south India's favourite bike brand, TVS.

First up are the aesthetics. Many people would ridicule the very idea of referring to a commuter motorcycle as breathtakingly beautiful. Nevertheless, reality says that there are people who still care about how their newly bought bike looks despite it being a commuter. All the bikes competing here feature decent designs, but the Honda Livo is the best looking of the lot. It has a fresh and young design that is sure to be a hit among youngsters.

On its own, the Hero Passion X Pro also looks decent, but when the Livo is thrown into the mix, it starts looking a little dated. The TVS, on the other hand, has good looks, it is somewhat stylish and has a decent aesthetic appeal but then again it lacks the freshness that the Livo brings with it. Thus in the department of aesthetics, the scale easily tips in favour of the Honda Livo.

True, looks are not the only aspect a typical commuter buyer would consider when making a purchase. Factors such as engine, rideability, ride quality and, most importantly, fuel efficiency are often the priorities.

So let us look at the mechanicals. Powering the Honda Livo is a 109.1-cc motor that is capable of producing 8.36 PS and 8.63 Nm of torque. The Hero Passion X Pro has a motor of a similar capacity, but it produces 8.7 PS and 9.36 Nm of torque, which is slightly more than the Livo's. The TVS Star City+, on the other hand, produces 8.4 PS and 8.7 Nm of torque from its 109.7-cc motor.

However, when it comes to engine refinement, the Honda Livo takes the cake. The refinement of the Livo is addictive; there are hardly any



▲  
Livo's engine has that typical Honda refinement and the styling goes perfectly well with the punchy engine. Features like the disc brake and electric starter are quite appealing.

▲  
Star City+ from Southern superstar TVS has a fuel-efficient engine; however, it lacks refinement. Unlike the other two bikes, the Star City+ lacks the option of a disc brake.



vibrations at any time. The Hero Passion X Pro is not far behind either. The reason for this is that the 109.2-cc motor of this motorcycle is essentially the same motor that powers the Livo. It was introduced on the Passion X Pro at a time when Hero were still using Honda technology, as a result of which the refinement level in the Passion is almost on a par with the Livo. As for the TVS Star City+, its refinement is decent, but is not quite up to the standard where it can challenge the Honda.

Performance is not exactly the forte of these motorcycles, but for the curious ones here are a few figures. All the three contenders are capable of breaching 90 km/h, sprinting from 0 to 60 km/h in slightly over eight seconds and are on a par when it comes to roll-on figures. One thing we noticed when pushing hard was that the engines needed one more cog as they neared the top end of their performance; these motorcycles do feel a smidge stressed. Nevertheless, you get three different ride experiences with these three bikes.

The Passion X Pro is the oldest of the lot and, honestly, we were expecting it to be very similar to the Honda Livo in terms of ride and ►

**All the three contenders are capable of breaching 90 km/h, sprinting from 0 to 60 km/h in slightly over eight seconds and are on a par when it comes to roll-on figures**



▲ Hero's Passion X Pro is the oldest of the lot with levels of refinement and fuel-efficiency; disc brake and electric starter are standard features, however, the styling does look a bit generic

► Small digital display and a big speedo with white background on the TVS Star City+ reminds of the Apache RTR



► Analogue console in a digital display age? The Honda Livo loses a point for this



► Digital display and an analogue speedometer add more value to the Passion X Pro





# SHOOTOUT

Honda Livo v Hero Passion Pro X v TVS Star City+



**SPEC TALK**

**PRICE**

**Honda Livo**  
Rs 57,109 (ex-Pune)

**ENGINE**

Configuration: Air-cooled, single cylinder  
Valve-train: SOHC, two-valves  
Displacement: 109.2 cc  
Bore x Stroke: 50 x 55.6 mm  
Compression Ratio: 9.9:1  
Fuelling: Carburettor  
Maximum Power: 8.36 PS at 7,500 RPM  
Maximum Torque: 8.63 Nm at 5,000 RPM  
Clutch: Wet multi-plate  
Transmission: Four-speed

**FUEL EFFICIENCY**

**Rating: ★★★★★**  
Overall \*: 70.25 km/l  
Highway: 77 km/l  
City: 68 km/l  
Fuel Tank Capacity: 8.5 litres  
Range: 597 km  
\* is 75% city riding and 25% highway

**ACCELERATION**

**Rating: ★★★★★**

Top Speed: 92.7 km/h

**SPEC TALK**

**PRICE**

**Hero Passion X Pro**  
Rs 52,801 (ex-Pune)

**ENGINE**

Configuration: Air-cooled, single cylinder  
Valve-train: SOHC, two-valves  
Displacement: 109.1 cc  
Bore x Stroke: 50 x 55.6 mm  
Compression Ratio: 9.9:1  
Fuelling: Carburettor  
Maximum Power: 8.7 PS at 7,500 RPM  
Maximum Torque: 9.36 Nm at 5,500 RPM  
Clutch: Wet multi-plate  
Transmission: Four-speed

**FUEL EFFICIENCY**

**Rating: ★★★★★**  
Overall \*: 70 km/l  
Highway: 77.5 km/l  
City: 68 km/l  
Fuel Tank Capacity: 9.5 litres  
Range: 665 km  
\* is 75% city riding and 25% highway

**ACCELERATION**

**Rating: ★★★★★**

Top Speed: 81.94 km/h

**SPEC TALK**

**PRICE**

**TVS Star City+**  
Rs 46,860 (ex-Pune)

**ENGINE**

Configuration: Air-cooled, single cylinder  
Valve-train: SOHC, two-valves  
Displacement: 109.7 cc  
Bore x Stroke: 53.5 x 48.8 mm  
Compression Ratio: 9.2:1  
Fuelling: Carburettor  
Maximum Power: 8.4 PS at 7,000 RPM  
Maximum Torque: 8.7 Nm at 5,000 RPM  
Clutch: Wet multi-plate  
Transmission: Four-speed

**FUEL EFFICIENCY**

**Rating: ★★★★★**  
Overall \*: 67 km/l  
Highway: 76 km/l  
City: 64 km/l  
Fuel Tank Capacity: 10 litres  
Range: 670 km  
\* is 75% city riding and 25% highway

**ACCELERATION**

**Rating: ★★★★★**

Top Speed: 90.83 km/h



### Hero Passion X Pro

#### GEARCHECK

Rider: Piyush Sonsale  
Helmet: Arai Quantum-J  
Jacket: Rev'it GT-R  
Gloves: DSG  
Boots: XPD

#### RIDING GEAR PARTNER

Wrangler Sun Shield



### Honda Livo

#### GEARCHECK

Rider: Aniruddha  
Mulgund  
Helmet: KBC  
Jacket: Cramster  
4.0 Breezer  
Gloves: Rjays  
Boots: Sidi Apex

#### RIDING GEAR PARTNER

Wrangler Sun Shield



### TVS Star City+

#### GEARCHECK

Rider: Shekhar Singh  
Helmet: THH  
Jacket: Rjays  
Gloves: DSG  
Boots: Rjays



handling — after all, there is a lot in common between these two bikes. I was surprised to find out that these two bikes are very different. The Passion X Pro has a very good ride quality thanks to its soft suspension set-up. It goes over bumps and potholes with ease and without letting any of those shocks make their way to the rider's backbone. At the same time this soft suspension robs the Passion X Pro of its handling abilities. Although the X Pro is a decent handler, it does feel a bit nervous while cornering.

The Honda Livo, on the other hand, feels planted and stable most of the time. Its suspension set-up is just right with a perfect balance between firm and soft. It takes care of the potholes and undulations with ease and in corners continues to boost your confidence owing to its superb stability and handling.

The TVS Star City+ is also a good handling bike, that is when it comes to city riding. Its suspension takes care of bumps, potholes and undulations easily, but, as in the case of the Passion X Pro, it also hampers the handling a bit. The Star City+ is also quite stable despite being the lightest at 109 kilograms.

After riding all the three bikes one after the other, we can say that none of these is bad to ride. As a matter of fact, these motorcycles are among the best commuters you can lay your hands on. However, we found the Honda Livo to be the most fun-to-ride motorcycle of the three. It possesses a great suspension set-up, good ride quality and impeccable handling, all of which make it an amazing little commuter to ride. The Passion X Pro and the Star City+, for me, are on a par in terms of ride and handling.

Now about India's favourite question: "Kitna deti hai?" Our eternal

quest for more km/l is the reason why such motorcycles are the most popular in India. Therefore, here are the magic numbers: the Passion X Pro, the oldest of the lot, still manages an impressive 70 km/l. The new kid on the block, the Honda Livo, also posted an impressive 70.25 km/l whereas the TVS Star City+ came in third at 67 km/l. For the average Indian, anything above 60 km/l is more than good, so nobody really loses in terms of fuel efficiency here.

It is now time for the verdict. The Honda Livo costs Rs 57,109 (ex-Pune) which makes it the most expensive bike among the trio under discussion, but at that price you get to own a Honda that features a refined and peppy engine with 70.25 km/l, good ride quality and the best handling of the lot. Moreover, features such as alloy wheels, electric starter, front disc brake and a fresh design add to its appeal. Should that be beyond your budget, then the Passion X Pro is the next best option. It is the most mature 110-cc commuter in the mix and, at Rs 52,801 (ex-Pune), the Passion X Pro offers a refined and capable engine with 70 km/l, good ride quality and features such as alloy wheels, electric starter, disc brake, dual-tone paint-job, attractive stickers and a digital instrument console. Its soft suspension does make it feel nervous when you really push it hard, though.

The TVS Star City+ at Rs 46,860 (ex-Pune) offers the best value for money in a package that still manages to look different from the current crop of commuters. However, the lack of a disc brake option and engine refinement are things that go against it. Therefore, choosing one of these three motorcycles as the winner is difficult, but if I had to, I would still prefer to shell out my money for the Honda Livo. **BIKE**



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# Call of the Countryside





An overcast sky, open roads, and petrichor permeating the whole atmosphere: a perfect setting for a mid-week monsoon ride through the countryside. So how could we resist? Off we went on the Benelli TnT 600i, the Bhatghar dam, near Bhor, being our destination

STORY: **RYAN LEE** PHOTOGRAPHY: **SANJAY RAIKAR**







“Bhor, bhor, bhor bhai, ek udta pancchi”

— ‘Bhor’ By Indian Ocean

**L**EGENDARY INDIAN fusion rock band Indian Ocean’s iconic ‘Bhor’ may start off with a bird spreading its wings and taking flight at first light, but I think it’s a metaphor. A metaphor signifying the freedom to fly across the tarmac, with the wind in your face, the sun on your back, the open road ever-winding in front of you.

I woke up at the crack of dawn, geared up and was ready to hit the road. A push of the start button, and the engine came to life with a roar, loud enough to incite the dogs in the vicinity to bark their heads off.

After a brief ‘drag race’ with the dogs I was on the main road, heading towards the outskirts of the city.

Riding through the city in the morning has an altogether different feel. Empty roads, no signal lights to follow, and in no time I reached the Katraj bypass. I went round a bend and there it was — the splendid six-lane Pune-Bengaluru highway (NH 4) undulating ahead of me. With a twist of my wrist the in-line four engine making 85 PS and 54 Nm of torque leaped forward, racing away into the distance.

The cool breeze whistling through my helmet, the sun playing hide and seek in the clouds, and the smooth road ahead — the conditions were just ideal for riding. I kept at it for a while before I stopped to grab a bite at the popular restaurant chain

▲ One simply cannot have anything other than the sumptuous idli, wada and dosa when down south

▶ Like rider, like bike: even when the road got rough, we both kept our cool

of Kamat’s. I didn’t feel the need to stretch my limbs immediately after getting off the bike, the upright riding position and the comfortable seat made sure that I didn’t have to. After a sumptuous south Indian breakfast of *idli*, *sambar* and *dosa*, I was back on the road again.

Leaving the highway behind, I turned off on to a single-carriage road through the countryside. What a change in scenery! The concrete jungle melded into bright green paddy and sugarcane fields. The carbon dioxide fumes transformed into clean, sweet air. Riding through the tiny hamlets was not as bad as I had imagined. The roads were really bumpy, but the TnT 600i’s capable suspension worked well to keep me insulated from the shocks and allowed me to ride through without slowing down.







#### NEED TO KNOW

##### Benelli TnT 600i

Rs 6.15 lakh (OTR, Pune)

**Engine:** 600 cc, 16-valve, in-line four,

**Output:** 85 PS @ 11,500 RPM,  
54.6 Nm @ 10,500 RPM

**Gearbox:** Six-speed, constant mesh

**Brakes:** Hydraulic dual discs (F),  
single disc (R)

**Tyres:** 120/70 ZR17 (F), 180/55 ZR17 (R), tubeless

As civilisation became but a speck in my rear-view mirror, I began climbing the twisty mountain road. I was a little slow through the first few corners due to the wet roads and I was not sure how the ABS-less 600i would react to these conditions under hard braking. I shouldn't have worried, though, for the Benelli held its line and remained planted through the corners. This gave me the confidence boost I needed and I enjoyed leaning the bike into the corners all the way up this winding road.

The lush green mountains, the rays of

the sun filtering through the clouds, illuminating patches of clear blue water — it was absolutely breathtaking. I made my way down to the waterfront, parked the Benelli at the very edge of the water, dipped my feet in and just sat there. It was peaceful and calm, the silence only broken by the calls of a peacock.

The clean water and wide open spaces make the Bhatghar dam an ideal picnic spot, aided and abetted by the fact that it hasn't turned into a 'hot' tourist spot as yet. I remained there for a while.

Looking around, taking in the scenery

and enjoying the serenity of the moment. After clicking a few pictures I got back on the bike to make my way back to the office. That's right, this was just another day at the office. Who needs a reason to ride? All you need is a good bike and a thirst for adventure, a vague idea of which direction you're heading in, and you are set to go.

I got back recharged, rejuvenated, and with a smile plastered across my face. The ride to the dam was amazing and the Benelli TnT 600i just amplified the experience. **Bike**

▼  
Like a bridge over troubled waters!



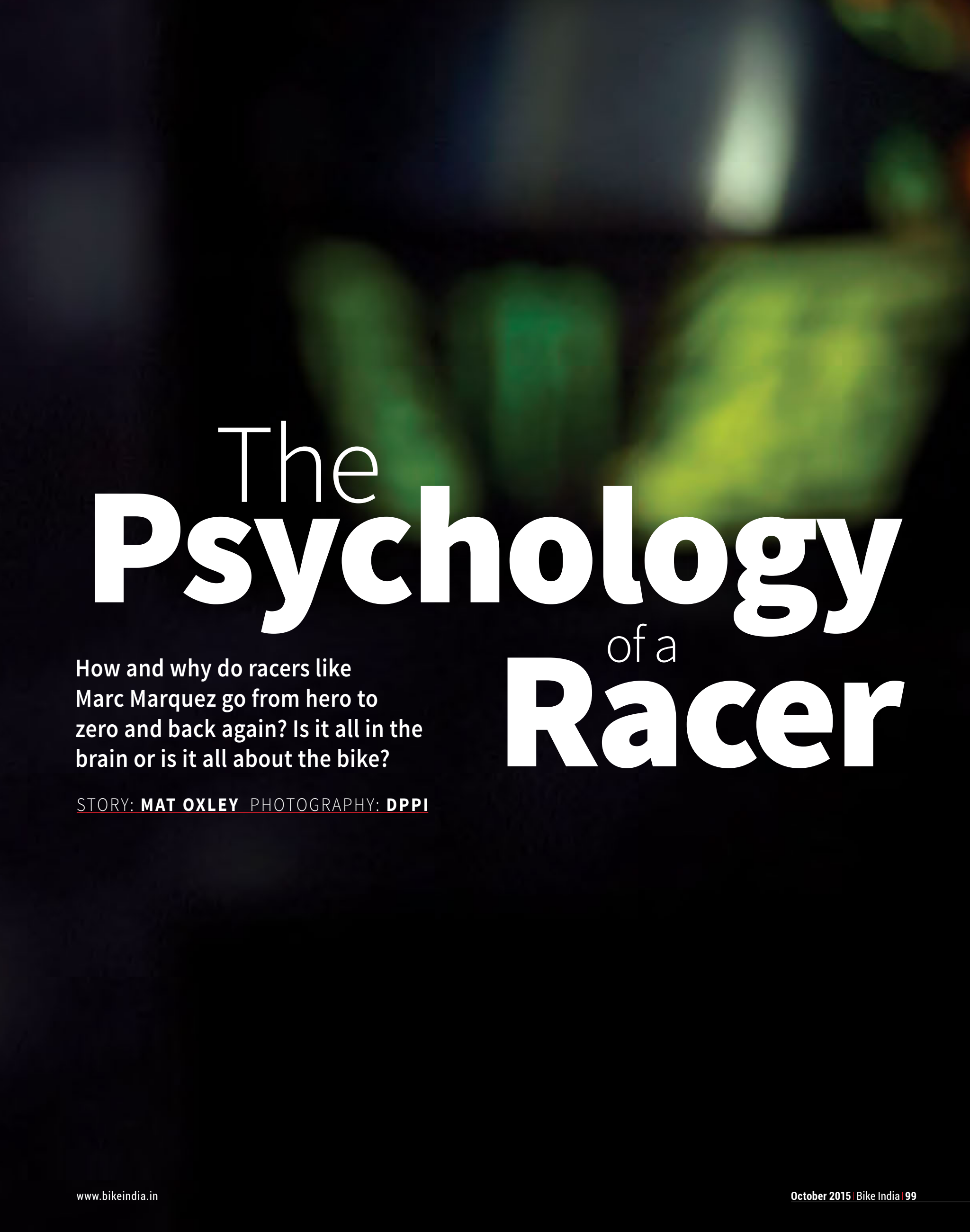


## FEATURE

The Racing Mind





The background of the page is a dark, out-of-focus image showing several bright green and yellow light sources, possibly from a night scene or a stage performance, creating a bokeh effect.

# The Psychology of a Racer

How and why do racers like Marc Marquez go from hero to zero and back again? Is it all in the brain or is it all about the bike?

STORY: **MAT OXLEY** PHOTOGRAPHY: **DPPI**





**P**SYCHOLOGY IS important in all sports, but more so in motorcycle racing. To succeed in football, tennis or cricket, you need to be immensely psychologically strong, but in bike racing the levels of mental strength are something else.

Not only do you need confidence in your talent, you also need confidence in your bike and in the team preparing the bike. And beyond that you need the mental strength to deal with the constant threat of serious injury and worse. It's a whole different world from most other sports.

Riders need total self-belief to do what they do. Just a twinge of doubt and their skills can evaporate, so a talented rider who is psychologically fragile will never achieve the success of a talented rider who is a tower of mental strength.

In this year's MotoGP series we have already seen the apparent effects of psychology transforming the championship. Jorge Lorenzo didn't score a single podium in the first three races and then won the next four races, leading

every single lap. At the same time, Marc Márquez, the record-breaking hero of 2013 and 2014, went the other way, from hero to zero.

Over the last year we've seen similar transformations overtake Britain's top riders. Last season Cal Crutchlow slumped into deep depression with Ducati, then somehow dug himself out of the hole. Meanwhile, Scott Redding was doing great things on Honda's RCV1000R production racer, only to slip into his own slough of depression on the supposedly much quicker factory-spec RC213V.

So what goes on in riders' heads when they find their confidence going through the roof or through the floor? Is it something over which they have control, or is their mental strength entirely dependent on things that are largely outside their control: their machinery, their crew and their rivals?

Marquez psychologically destroyed his opposition last season, winning a record 13 race victories by using a riding technique that left his rivals slack-jawed in admiration. Surely nothing could stop him achieving a hat-trick of MotoGP titles in 2015?

It's not turned out like that. Technical



▲ Redding tries to tackle the issues with his Honda

issues with the latest RC213V had Marquez win only two of the first nine races and crash out of another three. In that situation the 22-year-old could be forgiven for losing confidence and slipping into that spiral of self-doubt. And he almost did...

"Sometimes you may have a bad race or two and you start to think maybe it's because my style isn't good," admits the double MotoGP champ.

Redding has experienced the same chill winds of self-doubt this year, as he's struggled to get to grips with a factory MotoGP bike. "It all starts because you feel pretty good on the bike



but then the results don't come," says this 22-year-old. "This is where it starts, because you don't know why you're not there when other guys are up front with the same bike. So you keep working and you keep working but you never get anything in return. Then you start questioning: is it the bike, is it this, is that, is it me? And then it goes on and on and it doesn't get better and then you think, maybe, it really is me — have I lost something? It plays on your mind."

In other words, it's all about confidence. Confidence is everything for a bike racer and it can work like a spiral. After a bad race you may start sliding down that spiral. And if the next race is no better, the plunge gains momentum, until you find yourself spiralling relentlessly into a black hole of self-doubt.

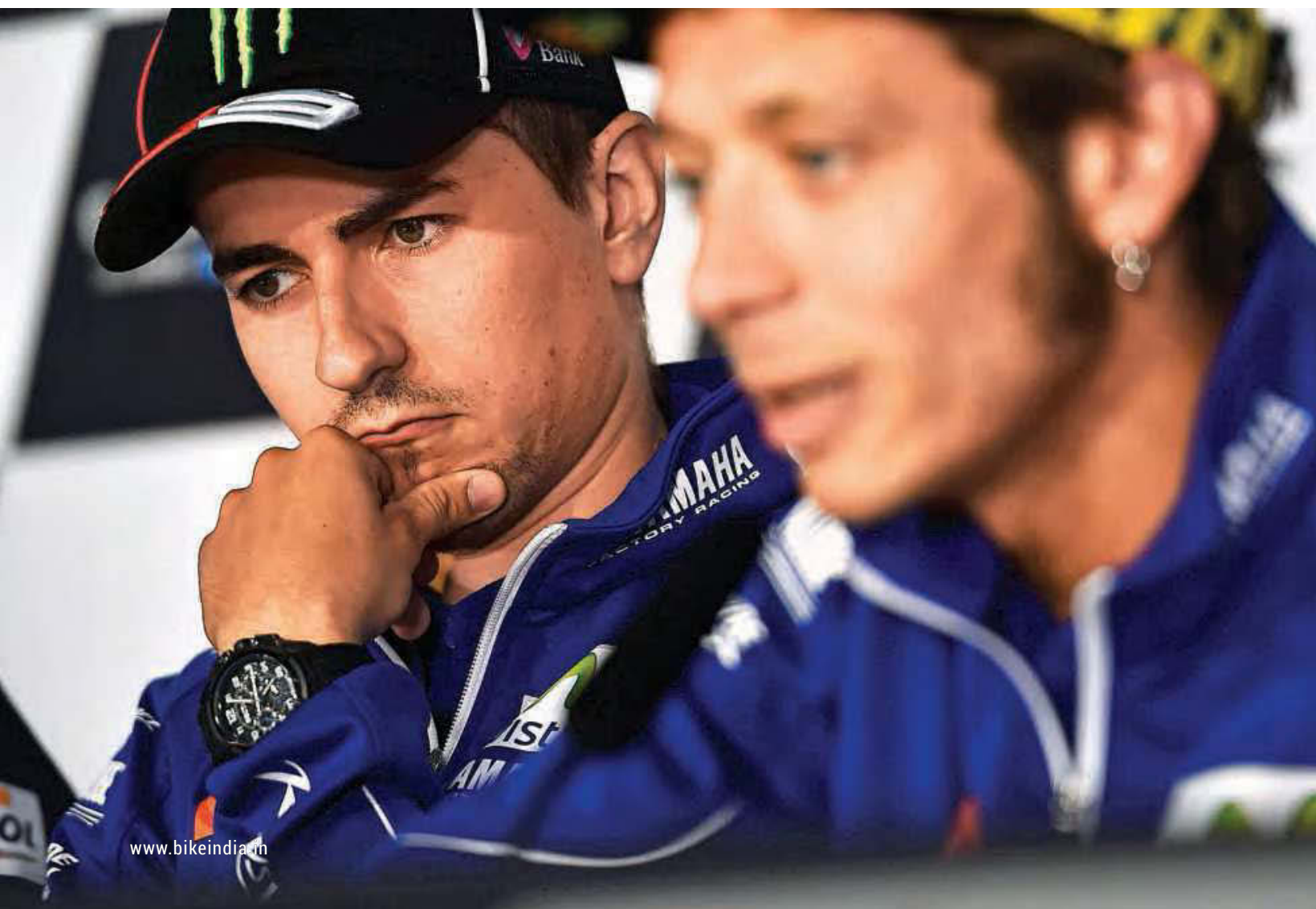
We are not talking total mental breakdowns here. Although psychology is impossible to quantify, let's suppose a rider loses one per cent of his confidence, which costs him one per cent of his speed. That's a second a lap, which transforms him from race winner to 10th place.

Crutchlow found himself in that black hole last season. His results on the fickle Ducati got worse and worse. By mid-season he seemed in the pit of despair, then somehow he dug himself out of the hole. "Just about anything can knock your confidence," he says. "Different

tracks can lead to different things; maybe, you have a crash, but there's loads of things and it's not all about racing. If you stub your toe and you're worried about it, your confidence is less, it's just the way it is. My confidence is not so bad at the moment, but it's not where it was when I was racing for Tech 3. Last year was a bit of a disaster and I turned it round because I stopped asking for parts I knew I was never going to get and just rode what I had. There was a point where I got really pissed off, which probably changed my attitude. A bit of anger can help."

So Crutchlow turned things around with his astonishing self-belief, but more often riders increase their confidence by adjusting their machine to make them feel better. Marquez recently turned things around not by delving deep into his soul, but by retuning his RC213V until it felt right again. "Now the bike is less critical, so if I make a mistake, I'm able to keep my line," says the man who wins races by riding on the edge of disaster. "When your feeling with the bike is better, you feel better and you ride more smoothly." So when your bike feels right, your brain feels right.

Valentino Rossi did the same thing — changing the bike, not his brain — when he climbed off the Ducati after two crushing seasons and got back on a Yamaha. "It was a difficult situation ►



▲ The perpetual look on Crutchlow's face in the second half of 2014

◀ The bitterness is gone but the mind games have intensified between these two



## FEATURE

The Racing Mind



because I had a lot of problems with the front [of the Ducati], so every time I pushed more with the front, I crashed,” says the Italian genius. “First of all, when you don’t achieve the result you expect, you straight away think that you can’t ride the bike at the limit anymore. I was quite old already, so I thought that, maybe, now the other riders are faster than me and I’m not able to reach their limit.”

Finally, Rossi gave up fiddling with Ducati and returned to Yamaha. “From the very beginning I felt very confident with the Yamaha, so I immediately arrived at 85 per cent of my potential. But after two years with a lot of difficulties with a difficult bike, it took more time to arrive back at 100 per cent.”

What Rossi lacked at Ducati, like many others, was feel. He couldn’t feel the tyres and, therefore, the bike; so he never knew what was going to happen next. What a rider needs more than anything else is feel from the tyre/tarmac interface — enough information to tell him when he’s knocking on the limit, so he can pull back a fraction and avert disaster. If he doesn’t get that feel and crashes too often, he will get spooked and

lose those vital tenths of a second.

“Racing is a feel thing,” says King Kenny Roberts, winner of three world titles as a rider and another three as a team owner. “You’ve got to have feel. The lean angle and traction Marquez, Lorenzo and Rossi are getting now, if they lose confidence in the feel of their motorcycle, it takes a while to get it back.”

This is where bikes are different from cars. Strap a good driver into a good car, dial in the correct settings and watch the lap record tumble. It’s not that simple in bikes. All riders use different settings according to personal preference. Those differences may be tiny, but riders win or lose by those nuances. This is what riders spend their lives doing: working towards a setting that gives them the feel that tells them where they are. Without that feeling they won’t be confident enough to ride that knife edge between glory and gravel trap.

So when a rider pops the champagne at every race it’s not because he’s found some magical golden form; it’s because his machine is giving him all the feedback he needs to keep it dancing on the edge. ►

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## FEATURE

### The Racing Mind



This is exactly the case with Lorenzo, who made a troubled start to 2015, then utterly dominated the next four races. Had his shrink rebooted his psyche? No, not at all. "At the first three races I should have been able to fight for victory, but we had problems," says the 2010 and 2012 champ who suffered helmet issues in Qatar and poor tyre choices in Argentina and Texas. "In the past I've had other bad periods when things haven't been in my favour, but I came back, so I believed I could do it again and, finally, at Jerez everything came good."

In other words, Lorenzo's transformation wasn't primarily a psychological thing. When the bike and

tyres felt right, no one saw which way he went at Jerez, Le Mans, Mugello and Catalunya.

And then, of course, there are the riders who try to destabilise the psychological state of their rivals. In cricket it's called sledging, in MotoGP it's merely called psychological warfare. The Godfather, of course, is Rossi, who has spent decades honing the craft. His exterior bonhomie hides a ruthless interior that stops at nothing to get what he wants. Over the years he has destabilised Max Biaggi, Sete Gibernau, Casey Stoner and now he is working on Marquez.

He is not the first, of course. Doohan

▶ The 'mastermind'

◀ After two back to back world titles, Marquez saw his title hopes diminishing this year after multiple DNFs



had his own silent-but-deadly way of undermining his rivals. "I was more subtle in the way I intimidated people," he says. "I played Mr Cool because I didn't want to give guys any extra reasons to want to beat me. I was a sly racer: I went about things as quietly as possible, tiptoed through the bush and then, boof, I attacked!"

Doohan's approach worked just as well as Rossi's does now. They both have impregnable self-belief which gives them the mental space to torment rivals. As Doohan said, racing is mostly about the mind, so the strong-minded can scale the highest heights, while weaker minds crumble under pressure. **BIKE**

## THE TOUGH ONES



### ◀ Mick Doohan

Some racers foolishly got on the wrong side of Doohan: big mistake. Few bike racers have ever had the teak-tough mentality of the Aussie who mercilessly crushed his rivals, either on the racetrack or in the paddock.

### → Valentino Rossi

Rossi's unique achievement of winning Grands Prix over a 20-year time span tells you all you need to know. Here is a man who uses his mental strength and dazzling intelligence to always stay several steps ahead of the game.



### ◀ Ian Hutchinson

Any normal human being who suffered what Hutchy suffered after he nearly lost a leg in 2010 would've given up racing and started stacking supermarket shelves. The Yorkshireman's mental strength is simply superhuman.



### → Jorge Lorenzo

He may go all Buddhist on us now and again, but there's no doubting Lorenzo's inner strength that has allowed him to come back from disasters like few others. The two-time MotoGP champion knows how to bide his time.



## THE NOT SO TOUGH ONES



### ◀ Sete Gibernau

At his peak Gibernau was a talented MotoGP rider. It was his misfortune to be up against Rossi, who psychologically dismantled him on and off the racetrack. Rossi's crew even nicknamed Gibernau 'Liberace'.

### → James Toseland

Toseland won two World Superbike titles, but struggled in MotoGP. The tipping point was a terrifying high-speed highside while testing Bridgestone tyres which left him gun-shy and ultimately cost him his job.



### ◀ Marco Melandri

The former 250 world champ has had two miserable periods in his career — at Ducati in 2008 and now at Aprilia — both caused by incompatibility with bikes and tyres. Somehow he was never able to ride through the problems.

### → Manuel Poggiali

Some racers have astonishing riding talent but don't understand where they get it from. Italian youngster Poggiali was such a rider. Fast enough to win the 2003 250 world title, his speed ebbed and flowed like the tide.







## WELCOME: HONDA LIVO

The Honda Livo has been with me for about the past one month. I rode it for the first time after bidding adieu to Honda's premium commuter, the CB Unicorn 160, which happened to be my long-term bike for a short time prior to this. Initially, I thought that it would feel like a comedown. Not so, I am happy to say, on account of the fact that daily commuting to and from office is the primary use the Livo is put to, and it fulfils that function admirably well. As a matter of fact, now I have one gear less to shift, and, therefore, that much less hassle in the hugger-mugger city traffic.

Although the Livo is yet to undergo its first service, it offers us an overall fuel efficiency of 70.25 kilometres to a litre of petrol, as was revealed during its first ride report (*Bike India*, September 2015). So nothing to grumble about on that count. If at all there is something to grumble about, though, it is the quality of the plastic used in its switchgear, which I find a smidge too flimsy, especially the turn indicator switch.

More about this dependable bike after clocking a few more kilometres on the odometer.

— Deepak Upadhye

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# The Next Schwantz?

Aleix Espargaro has got the right paint-job and the same mental riding style, but does he have the speed to become Suzuki's latest MotoGP icon?

STORY: **MAT OXLEY** PHOTOGRAPHY: **SUZUKI-RACING**



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**W**HEN YOUR name is spoken in the same breath as that of Kevin Schwantz, you know you must be doing something right. At the Catalan Grand Prix in

June Aleix Espargaro made a little piece of history by leading Suzuki's first one-two in qualifying since Schwantz took pole position at the 1993 Dutch TT, ahead of team-mate Alex Barros.

It would be wrong to compare Espargaro and Schwantz too closely, though, because Espargaro has yet to win a Grand Prix, let alone a world title, but there are similarities you can't help but notice.

The young Spaniard is gangly of frame and hyper of temperament, just like the Texan superstar. He wears his heart on the sleeves of his Spidi leathers, just like Schwantz did on his Daineses. And both men bubble over with so much enthusiasm for racing and life itself that you're worried they may go pop. Espargaro takes joy in everything he does, from

thrashing the living daylights out of his GSX-RR to enduring interviews with haggard old journalists.

And, like Schwantz, Espargaro has thrown some epic wobblers while extricating himself from gravel traps all over the world, from Mugello to Motegi and from Assen to Austin. This would be on account of — here we go again — their similarly wild riding styles and excitability. Let Cal Crutchlow explain.

"For me it's fantastic to watch Aleix because it looks like he'll never last the race. He pivots the bike around the headstock the whole lap. He has no throttle control at all — if you see how sideways he is! The way he opens the throttle is unbelievable — I don't think he cares, to be honest!"

Espargaro isn't shy to admit that he is a bit wild. "I don't ride smooth like Jorge [Lorenzo]," he says. "I'm more like Marc [Marquez]."

To continue the Schwantz link, the youngster spent his earliest years watching America's wildest Grand Prix star on the telly. "A lot of riders won more world titles but we all loved Kevin because he had an unbelievable style," adds Espargaro, who saw Schwantz win the 500 title when he was four years old. And here he is now, two decades later, running the ►



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## INTERVIEW

Aleix Espargaro



same iconic GSX-R750 paintwork Schwantz made famous in the 1980s.

The 22-year-old has been around in Grands Prix for a while. He was born and brought up in Granollers, within earshot of the Catalunya GP circuit, so he grew up listening to the distant two-stroke scream of Mick Doohan and Max Biaggi going about their business. He's already been making his own noise in GPs for 11 years, though this is his first as a factory rider.

Espargaro's task at Suzuki is a big one: to race the all-new GSX-RR, the company's first MotoGP machine since the 2011 GSV-R, but also to develop it into a proper race winner — something Suzuki haven't had for a decade-and-a-half since Kenny Roberts Junior won the penultimate 500-cc title in 2000.

So far, the GSX-RR has some major strengths that are cancelled by some major weaknesses. "The chassis is unbelievable," says Espargaro with his big toothy grin. "I'm enjoying riding

more than ever in my life! It's like a 250: you can go as fast as you want into a corner and the bike turns more and more. It lets you turn where you want, lets you brake really late and lets you ride really aggressively."

MotoGP teams won't allow you to take a tape measure to their bikes, but Suzuki's in-line four looks slimmer than any other bike, including Honda's V4. "The bike is very narrow, so it's really agile and it helps you turn, a bit like a pocket-bike! This is a good thing for overtaking because you can really change your line and you can go into corners with a lot of front-brake pressure."

Espargaro does a hell of a lot of overtaking on the GSX-RR and would do more were it not for the bike's major weakness. "On the straight it's really..." his voice trails off as he searches for the correct adjective. He probably wants to say the bike's really slow, but that wouldn't endear him to his employers. So let's say it for him: the

bike is really slow. At the GSX-RR's race debut at Valencia last November the bike was a demoralising 19 km/h slower than the fastest bike on track, Crutchlow's 331-km/h Ducati. By round two of the 2015 season the gap was down to 14.5 km/h and by Catalunya, where the team received its first major 2015 upgrade, the gap was reduced to 11 km/h. A little less than 11.5 km/h may not seem much of a handicap, but it's like you standing still and someone running past. It's certainly too big a difference to allow Espargaro to use the slipstream of the fastest bikes.

"On the brakes I try to recover the gap but I'm too far behind so it's quite dangerous. The other problem is I can't use my own lines when I'm with other riders. I can use a much more open line on entry and I can use a lot more speed in the corner, but not if they are in the way. I can overtake them a few times but then they overtake on the straights again and again, ►



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### → Suzuki's last MotoGP bike was a bit of a dud.

During 10 years of racing the GSV-R scored a single victory, and that was in the rain at Le Mans, with rain-master Chris Vermeulen astride.

You could blame the bike's lack of success on many factors, but perhaps at the very heart is Suzuki's lack of long-term dedication to GP racing. Over the decades they have come and gone according to company whim. They raced the RG500 from 1974 to 1983, then took a three-year break before returning with the RGV500. In 2002 they entered the fray with the GSV-R, then at the end of 2011 took another three-year break before unleashing this year's GSX-RR. Meanwhile, Honda have been there non-stop since 1982 and Yamaha since 1974. Suzuki's holidays play havoc with development and leave them with too much catching up to do.

Nevertheless, the 2015 bike is already doing better than expected, especially in qualifying (thanks to the softer rear tyre given to lower-performing teams), so what's the difference between the GSV-R and the GSX-RR?

Obvious things first. The GSX-RR is powered by an in-line four, not a V4. This wasn't a technical decision, it was a marketing decision: why race a V4 when you sell in-line fours?

"Both engines

have their advantages and disadvantages," says project leader Satoru Terada. "It's a little more difficult to find good geometry with the in-line four, but once we found it, we think it allows better handling."

Chassis performance is the bike's greatest strength but Suzuki are very coy about how they've achieved the bike's miraculous corner-entry speed. "I'd like to tell you but I can't," says Espargaro's Irish crew chief, Tom O'Kane, who has been in GPs since the late 1980s. "All I can say is that some very clever engineering has gone into it."

Terada won't go much deeper than that. "Our concept for the bike was good handling, good cornering and better turning for acceleration," he adds. "Also, chassis stiffness is very optimised and we have a very good swing-arm pivot position."

The only chassis problem they've had was a nasty vibration in high-speed corners. "It wasn't chatter," says O'Kane. "Chatter is a specific thing where the vibration comes up from the tyres and it's the kind of frequency that's transmitted through the suspension, from the front of the bike to the back. It tends to come on corner entry, then when the rider opens the throttle and there's weight transfer to the rear, it goes away. The vibration we had was different; it happened only during hard acceleration. It was partly related to chassis stiffness, but Suzuki fixed it really quick."

The chassis may work superbly, but Suzuki know they have work to do in other areas. "We need

maybe 15 more horsepower to run with the fastest bikes," says Terada, wincing at the thought of squeezing another seven per cent more power out of his engine.

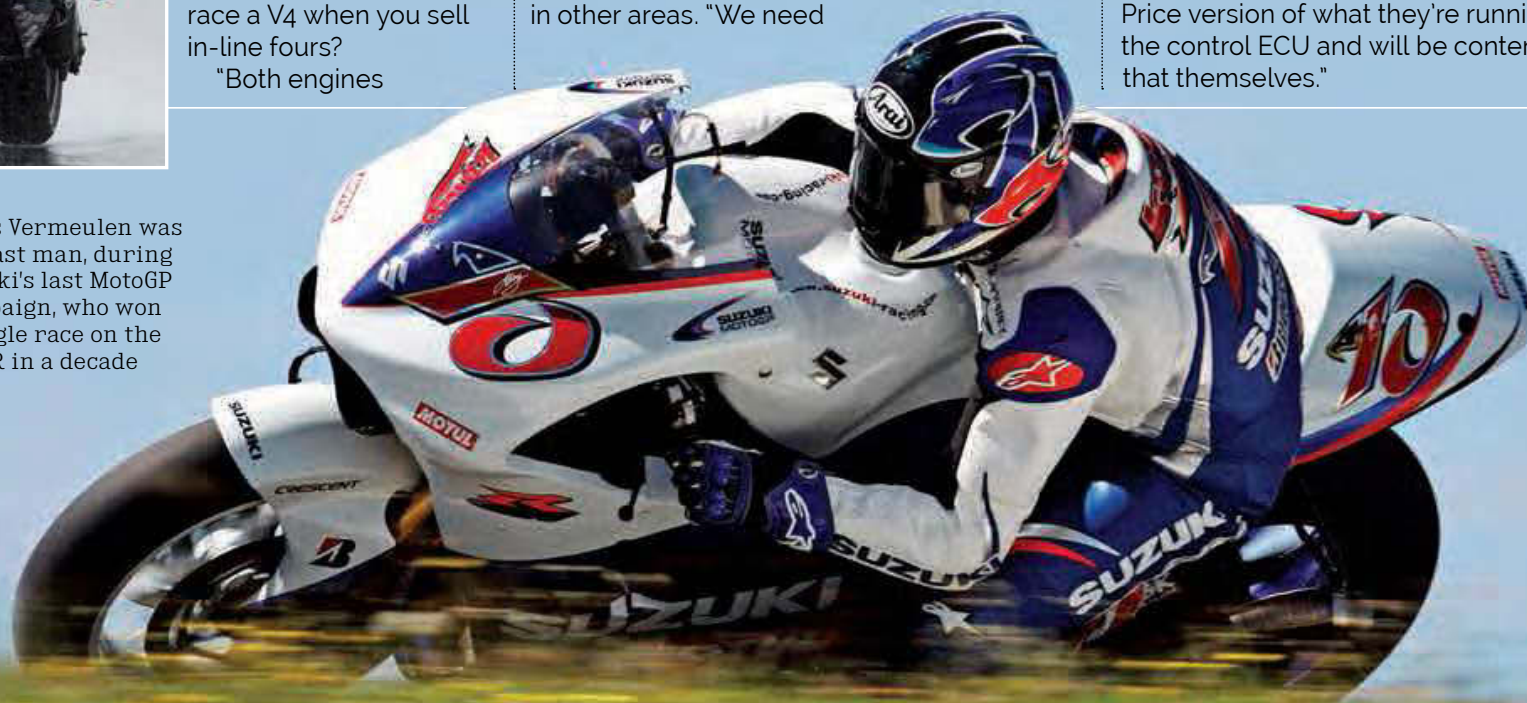
Espargaro and his team-mate, Maverick Viñales, can't wait for the next upgrades. They are hoping for a seamless clutch for August's Czech GP, which will improve both straight-line and cornering speed, and a revised engine spec the following month. They certainly need improvements. Their best race so far was Mugello in May, where they finished 23.8 seconds behind the winner, a difference of 1.03 seconds per lap. Their worst was Sachsenring, where they finished 37.2 seconds down, a gap of 1.24 seconds, most likely due to below-par electronics. At the 'Ring bikes spend a lot of time on the edge of the tyres and on the throttle, which is when electronics are everything.

"Now the level is really high, the other bikes are working really well in all areas," adds O'Kane. "Just look at the Honda, you can see how well the guys can steer the bike and how early they can get on the gas without unsettling the bike. And Yamaha seem to have worked out exactly how much torque you can deliver to the tyre without upsetting the bike. It's all in the details."

Next year's unified software may well help close the gap. "It will level the playing field a touch," adds O'Kane, who doesn't expect Honda to make their best technology available to everyone. "I think they'll give the Fisher Price version of what they're running now to the control ECU and will be content to run that themselves."



Chris Vermeulen was the last man, during Suzuki's last MotoGP campaign, who won a single race on the GSV-R in a decade



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## INTERVIEW

Aleix Espargaro

### ESPARGARO : RACING MILESTONES

2014	7 <sup>th</sup>	MotoGP World Championship
2013	11 <sup>th</sup>	MotoGP World Championship
2012	12 <sup>th</sup>	MotoGP World Championship
2011	12 <sup>th</sup>	Moto2 World Championship
2010	14 <sup>th</sup>	MotoGP World Championship
2009	18 <sup>th</sup>	MotoGP World Championship
2008	12 <sup>th</sup>	250-cc World Championship
2007	15 <sup>th</sup>	250-cc World Championship
2006	19 <sup>th</sup>	250-cc World Championship
2005	16 <sup>th</sup>	250-cc World Championship
2004	1 <sup>st</sup>	Spanish 125-cc Champion

so I have to take a lot of risks and be too aggressive with the front tyre, so I overuse the tyre and sometimes I pay for that, like in Catalunya, where I lost the front and crashed.”

Not that Espargaro doesn't like a fight; in fact, he loves a battle, especially with his younger brother, Pol, Bradley Smith's teammate at Tech 3 Yamaha. “I didn't like the racing a few years ago when it was all about playing strategy. Now there's more fighting in more races. This is what people want and I like it a lot — I've had some fantastic battles with Pol and other guys.”

Racing your brother at 338 km/h must be a weird feeling. “No way can I treat him like any another rider. I don't want to hit anyone but my brother especially. It's a great feeling when I overtake him and also when he overtakes me — afterwards there's always a lot of talk about; always, always, for the next week!”

Even more than most of his rivals, Espargaro already has one eye on next season when

MotoGP undergoes its biggest technical shake-up in years. A whole set of new rules designed to shrink the gap between the richest and poorest teams come into play, with all bikes using the same electronics software and running the same amount of fuel. Also, Bridgestone are out and Michelin are in.

In theory the unified software will be a big help to Suzuki. Honda and Yamaha are currently way ahead with their electronic strategies and algorithms, with HRC possibly using Honda robotics technology to keep the RC213V dancing around racetracks. Remove that advantage and in theory at least Suzuki should be a lot closer.

“At the moment we lose a lot of acceleration because of our anti-wheelie,” says Espargaro. “Honda are the best. When they open the throttle in first or second, they can go at full speed with the front wheel a few inches off the ground, whereas our anti-wheelie gives power, cuts in, gives power, so we have to fight with it

and we lose acceleration.”

The return of Michelin — after six years of Bridgestone control tyres — may also upset the *status quo* and give Suzuki the chance to close the gap. Certainly, the years of Bridgestone experience gained by Honda and others will count for little because everyone will start from zero.

“It will be the same for everyone. Maybe, we will have to completely change the geometry of the bike, the set-up, maybe even my riding style, so a lot of things could change. What Michelin need to work on is their front slick, because a lot of riders have crashed in testing with their front. They either have to improve the front or remove some rear grip because their rear grip is so high that it pushes the front.”

Thus 2016 could be Espargaro's coming of age. If Suzuki give him some more horsepower, there's no reason why he can't battle with Marquez, Lorenzo and Valentino Rossi every race. **BIKE**



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# The MotoGP Tip

This year's Czech Grand Prix may go down as the moment when everything changed and the final outcome of the championship loomed into view. If Marc Marquez had won, the chances of him clawing back his points deficit would have looked very realistic. If Valentino Rossi had won, he would have increased his lead in the points race. However, Jorge Lorenzo won, diminishing Marquez's chances to a miracle and proving that he has the speed to leave behind his team-mate in the final half of the championship

REPORT: **MAT OXLEY** PHOTOGRAPHY: **DPPI**

## MotoGP

ON SATURDAY EVENING THIS was being built up as the race of the year — the first time the top three in the championship had qualified together on the front row — but it didn't quite turn out like that. Lorenzo got the jump into the first corner and that was that: game over, same as Jerez, Le Mans, Mugello and Catalunya.

Marquez did everything he could to stay with the leader, but that was a tall order when Lorenzo was at his inch-perfect best. The reigning champ had chosen a hard rear to Lorenzo's medium,



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# ping Point?

because the Honda builds more temperature in its tyre, but his choice didn't work. From one-third distance the RCV was spinning too much and Lorenzo made good his escape at the rate of several tenths a lap.

"Jorge was one step ahead here," admitted Marquez. "I took a lot of risks the first few laps, but when the rear tyre went down, I had to think about controlling the gap to Valentino."

Lorenzo was fully aware of the significance of his latest success. "After this race it will be difficult for Marc to

reduce the gap, and now I am equal on points with Valentino, so we start again from zero," he said after equalling Rossi on points (but taking the series lead thanks to his five wins to The Doctor's three) for the first time since 2012.

Rossi was clearly disappointed – he was never in the hunt. "I expected more from my race and my pace," he said, realising the title is slipping from his grasp. "I knew Jorge would be fast, but I thought I might fight with Marc."

The positions stayed unchanged for the last 21 laps: Lorenzo drawing ahead,

Marquez doing his best in second, Rossi unable to make any impression in third. It wasn't the most exciting race of the year.

Unusually, it was Pedrosa who did his best to make it interesting. Still hurting from his big Friday tumble, he charged through from 12th on the first lap to hunt down the Ducatis of Iannone and Dovizioso, who spent much of the race together. Pedrosa, using painkillers, managed to fight his way past Dovizioso to cross the line fifth, two seconds down on the impressive Iannone who has left him team-mate in the shade at recent ►

▲ Lorenzo's side of the Yamaha team celebrate their feat



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races. And yet Iannone was still 15 seconds down in the winner, a difference of 0.7 seconds a lap. Unlike Dovizioso, he didn't use Ducati's new and faster engine and narrower fairing.

Smith again won the Tech 3 grudge match with team-mate Espargaro, who recently re-signed with the French outfit, despite only beating Smith twice from the first 11 races. "I chose the medium front and when I was following the Ducati riders at the start, I overheated it

▲ The usual suspects

▼ "How old were you when you retired, Neekee?"



slightly, which caused me to drop back," said Smith.

After Espargaro the younger there was a 20-second gap before ninth-placed Espargaro the older on the surviving Suzuki. "After six or seven laps the tyre dropped in performance, so I couldn't keep my corner speed and the back end slid a lot under acceleration," he explained.

Viñales had been riding brilliantly until he slid off while chasing the Tech 3 Yamahas, 10 seconds ahead of his team-mate.

Petrucchi completed the top 10, just ahead of team-mate Hernandez, who won a long tussle with disgruntled Redding, who seems unable to make his RC213V work for him. At least he stayed on, unlike fellow RCV Briton, Crutchlow, who slid off at Turn 13, moments before Viñales went down at the same place.

Alvaro Bautista won the in-house Aprilia duel in 13th, recovering from 22nd to get the better of new team-mate Stefan Bradl.

MotoGP RACE RESULT		
POS.	RIDER	TIMING
1	Jorge LORENZO	42'53.042
2	Marc MARQUEZ	+4.462
3	Valentino ROSSI	+10.397
4	Andrea IANNONE	+13.071
5	Dani PEDROSA	+15.650
6	Andrea DOVIZIOSO	+15.725
7	Bradley SMITH	+21.821
8	Pol ESPARGARO	+23.240
9	Aleix ESPARGARO	+43.784
10	Danilo PETRUCCI	+45.261
11	Yonny HERNANDEZ	+49.973
12	Scott REDDING	+50.174
13	Alvaro BAUTISTA	+54.437
14	Stefan BRADL	+54.624
15	Loris BAZ	+1'00.316

The last point for 15th went to rookie Loris Baz (Forward Yamaha) who won a frantic skirmish with Barbera and Hayden. "Barbera came past and tried to get away from me but I pushed to catch him," said the 2006 champ. "Finally, I got in front of him for a few laps, then I made a little mistake and he and Baz came past." **BIKE**



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## Moto2

**IT'S NOT OFTEN THAT YOU** see someone disappear in a Moto2 race; the rules were expressly written to prevent that kind of thing from happening.

Nevertheless, that's just what Johann Zarco (Ajo Kalex) did at Brno — he charged through from third at the start to grab the lead on lap two and never put a

▲ Zarco did a disappearing act

Moto2 RACE RESULT		
POS.	RIDER	TIMING
1	Johann <b>ZARCO</b>	41'02.500
2	Tito <b>RABAT</b>	+1.421
3	Alex <b>RINS</b>	+1.785
4	Alex <b>MARQUEZ</b>	+4.393
5	Sam <b>LOWES</b>	+7.844
6	Jonas <b>FOLGER</b>	+8.056
7	Thomas <b>LUTHI</b>	+9.882
8	Sandro <b>CORTESE</b>	+10.074
9	Luis <b>SALOM</b>	+11.921
10	Franco <b>MORBIDELLI</b>	+12.479

wheel wrong. He had reigning champ Tito Rabat (Estrella Galicia Kalex) and Alex Rins (Paginas Amarillas Kalex) breathing down his neck all the while, but he kept his nerve to cross the line 1.4 seconds ahead.

Alex Marquez (Estrella Galicia Kalex), Marc's younger brother, had his best Moto2 ride in fourth, just 4.3 seconds behind the winner and well ahead of Sam Lowes (Speed Up), the first non-Kalex rider who charged all through from 13th on the grid. "I felt so good on the bike, so I could enjoy every corner and when Tito got close, I could push some more," said Zarco, now getting increasing interest from MotoGP teams.

## Moto3

**ROSSI'S PROTÉGÉ NICCOLO** Antonelli (Ongetta Honda) won a typically manic Moto3 race, which had the first eight riders cross the line covered by just 1.1 seconds. Not only was it the 17-year-old's first win, it was also his first podium.

The race, shortened to 12 laps after a first-corner pile-up and restart, turned into a 10-man brawl at the front; riders trading places at every corner. Antonelli made his move with two laps to go and stayed just far enough to prevent fellow podium men

▼ Antonelli scored his maiden victory

Moto3 RACE RESULT		
POS.	RIDER	TIMING
1	Niccolò <b>ANTONELLI</b>	25'56.866
2	Enea <b>BASTIANINI</b>	+0.152
3	Brad <b>BINDER</b>	+0.376
4	Efren <b>VAZQUEZ</b>	+0.540
5	Jorge <b>NAVARRO</b>	+0.560
6	Romano <b>FENATI</b>	+0.821
7	Danny <b>KENT</b>	+1.179
8	Miguel <b>OLIVEIRA</b>	+1.188
9	Jakub <b>KORNFEIL</b>	+1.420
10	John <b>MCPHEE</b>	+3.385

Enea Bastianini (Gresini Honda) and Brad Binder (Red Bull KTM) from attempting a last-lap lunge.

World championship leader Danny Kent (Leopard Honda) had his second bad race in a row. After failing to score at Indy, following a lengthy pit-stop to change tyres, he found himself near the back of the lead group in seventh. In two races his series advantage over Bastianini has shrunk from 66 to 45 points.



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**I**N THE FIRST FULL WET RACE IN OVER TWO YEARS, ROSSI masterfully rode to his 112th career victory with the command and sure-footedness reminiscent of one of his greatest triumphs in England 10 years ago, leaving Marc Marquez flailing and out of title contention.

A variety of issues kept Lorenzo off the podium. A potentially decisive advantage has suddenly become a 12-point deficit, leaving the Majorcan to chase his more illustrious team-mate once again.

### MotoGP

#### IF SILVERSTONE HAD

delivered two of the best races of 2013 and 2014, this edition provided drama of a different kind. Rain threatened race days in Indianapolis and Brno but on Sunday it hit the former World War II bomber base with full force.

Racing in the rain at Silverstone would bring smoothness and, above all, concentration into focus, especially since MotoGP riders had only ridden in fully wet conditions twice in 2015, at Austin and during the Barcelona test, giving the wet morning warm-up added significance.

Sensing nature had handed him a reprieve, Rossi's instant feel in the mist and spray put him fastest in warm-up, ahead of compatriot Danilo Petrucci (Pramac Ducati), in what was to be a prophetic start to the day.

The earlier Moto2 race had dried a line the width of a bike, so riders began the warm-up lap on slicks and carbon brakes. Mid-way round, the rain intensified, forcing Race Direction to delay the start as all the riders entered the pit-lane to change to their 'wet' bikes.

"This track is so big, so long, so fast, I don't think any rider was looking forward to going out there with a dry line this wide," said Hayden.

The first-lap charge to Copse was a blur of spray as Lorenzo initially assumed control ahead of the pack, all running full wets. Marquez and Rossi were quick to rise to second and third, resisting a buoyant Pol Espargaro early on. Seeing Crutchlow inside the top five on home tarmac was of little surprise but the man just behind, team-mate Jack Miller (LCR Honda), was less expected.

From 16th to sixth in one lap, Miller wasn't content to contend with the places below the podium. Seeking a quick passage to the front, the class rookie got out of shape on the entry to Vale on lap three and collected Crutchlow. The Englishman's MotoGP stint at Silverstone is yet to pass without incident.

By the close of that lap, Lorenzo's early lead had been eradicated, with Rossi decisively moving by at Village. A corner later Marquez followed through to second. Thus began a two-man chase for honours as Lorenzo's lack of pace became apparent. After narrowly avoiding disaster at Village when hit from behind by Pol Espargaro, the 28-year-old fell into the clutches of Pedrosa, Petrucci, who had come through from the sixth row, and Andrea Dovizioso, who had been second last at turn one after wheelspin had ruined his start. By lap ►

# Rossi Grabs Wet Weather Reprieve

**Snatching victory from the jaws of defeat is a well-worn cliché in this game but it serves Valentino Rossi's current championship challenge well. Twice victorious from deep on the grid in 2015, the 36-year-old again turned the title momentum in his favour a day after speaking of damage limitation around one of Jorge Lorenzo's favourite tracks**

REPORT: NEIL MORRISON PHOTOGRAPHY: DPPI



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## MotoGP RACE RESULT

POS.	RIDER	TIMING
1	Valentino <b>ROSSI</b>	46'15.617
2	Daniilo <b>PETRUCCI</b>	+3.010
3	Andrea <b>DOVIZIOSO</b>	+4.117
4	Jorge <b>LORENZO</b>	+5.726
5	Dani <b>PEDROSA</b>	+11.132
6	Scott <b>REDDING</b>	+25.467
7	Bradley <b>SMITH</b>	+26.717
8	Andrea <b>IANNONE</b>	+29.393
9	Aleix <b>ESPARGARO</b>	+38.815
10	Alvaro <b>BAUTISTA</b>	+41.712
11	Maverick <b>VIÑALES</b>	+44.776
12	Nicky <b>HAYDEN</b>	+52.489
13	Hector <b>BARBERA</b>	+1'11.211
14	Mike <b>DI MEGLIO</b>	+1'15.292
15	Alex <b>DE ANGELIS</b>	+1'17.863

nine Lorenzo was behind all of them.

At the front, Marquez shadowed Rossi's every move as the crowd waited for a repeat of their Assen final-lap showdown. This time, however, Marquez wasn't wholly comfortable as the "floating feeling" at the rear of his RC213V, reminiscent of the sensation that plagued his early season, returned.

That feeling eventually told on lap 13 when Marquez tipped into Copse and lost the rear, his slim championship ambitions disappearing as he slid face down in the English murk.

For half a lap Marquez's fall seemed to have given Rossi an easy final few laps. Petrucci, still occupied within an all-Ducati skirmish with Dovizioso, was some 6.5 seconds away. But as the former policeman maintained his pace, Rossi underestimated his countryman and dropped his pace. A lap later his lead was down to 3.9 seconds. By lap 16 Petrucci had skimmed a further 2.3 seconds out of

▲ Chaos in the pitlane

because I thought I had more advantage. But this is MotoGP, you can never relax so I have to start to push."

Three laps from home, Rossi eventually matched Petrucci's pace to make sure of his fourth win of the season. Behind, Petrucci capped a stunning performance with his first podium after four years in MotoGP. The result came much to his own amusement. "On the last lap I make every corner wrong and at Woodcote I start laughing," joked the 24-year-old. "Now I wake up in bed but I think I'm still sleeping! Early in the race I stayed behind Pedrosa and Lorenzo. I've never seen this situation, only on the PlayStation!"

If 18th to second was impressive, Dovizioso's charge from 24th to third was equally so. While stating he was happy for Petrucci, the former 125-cc world champion admitted that visibility issues in the final eight laps limited his speed. "At the start my tyre slid and I almost hit the wall, but I was very strong to overtake a lot of riders. To stay behind Petrucci isn't comfortable because you are scared for him, he's on the limit!"



the nine-time champion's advantage as they edged towards a nerve-shredding climax.

"After Marquez crashed it started to rain more," Rossi later said. "My mistake was that I relaxed for one lap,

On a second all-Italian podium of the year, he added, "I'm proud of that."

A misting visor kept Lorenzo from challenging Dovizioso, as he hovered behind the Ducati duo after dropping Pedrosa in fifth. Admitting he didn't have the pace of Rossi or Petrucci, Lorenzo felt the helmet issue cost him third. "In the end, I had to slow down. The third place was mine, so today the foggy visor lost me three points."

Pedrosa struggled to find confidence and rear grip as conditions worsened. "Every time I tried to push a little bit harder, the rear wanted to kick out," he said.

A fall for the younger Espargaro handed Redding a timely first top-six of the year, ahead of Smith, who was content to narrow the gap to the leaders in wet conditions. Andrea Iannone (Ducati Racing) completed the top eight.

Hayden was top 'Open' rider in 12th, and pleased to turn the difficulties of Friday into a strong result. "A top 10 would have been great but it was tough, especially when the track changed. These electronics made it difficult because in some parts of the track, in a few spots I had too much and then [in others] not enough." **BIKE**

## MotoGP CHAMPIONSHIP STANDINGS

POS.	RIDER	BIKE	PTS.
1	Valentino <b>Rossi</b>	Yamaha	236
2	Jorge <b>Lorenzo</b>	Yamaha	224
3	Marc <b>Marquez</b>	Honda	159
4	Andrea <b>Iannone</b>	Ducati	150
5	Andrea <b>Dovizioso</b>	Ducati	120
6	Bradley <b>Smith</b>	Yamaha	115
7	Dani <b>Pedrosa</b>	Honda	102
8	Daniilo <b>Petrucci</b>	Ducati	83
9	Pol <b>Espargaro</b>	Yamaha	81
10	Cal <b>Crutchlow</b>	Honda	74
11	Maverick <b>Viñales</b>	Suzuki	67
12	Aleix <b>Espargaro</b>	Suzuki	60
13	Scott <b>Redding</b>	Honda	47
14	Yonny <b>Hernandez</b>	Ducati	41
15	Hector <b>Barbera</b>	Ducati	23
16	Alvaro <b>Bautista</b>	Aprilia	22
17	Loris <b>Baz</b>	Yamaha Forward	15
18	Nicky <b>Hayden</b>	Honda	12
19	Jack <b>Miller</b>	Honda	12
20	Stefan <b>Bradl</b>	Aprilia	11
21	Michele <b>Pirro</b>	Ducati	8
22	Eugene <b>Laverty</b>	Honda	7
23	Hiroshi <b>Aoyama</b>	Honda	5
24	Mike <b>Di Meglio</b>	Ducati	4
25	Alex <b>De Angelis</b>	ART	2



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**MOTUL**



## Moto2

### JOHANN ZARCO (AJO KALEX)

put on an exhibition that equalled any ride of the day as he dominated Moto2.

The reworked race order had the intermediate class racing first, but as the track dried after the morning showers, the pack, on wet rubber, had to contend with a growing dry line. Zarco sat behind Alex Rins (Pons Kalex) until lap seven to break clear of a six-rider dice that included Marc VDS Kalex team-mates Tito Rabat and



Alex Marquez.

At times two seconds a lap faster than his pursuers, Zarco strolled to his fifth triumph of the year ahead of Rins and

Rabat. "When it got dry, this was my chance and I was more comfortable than my rivals," he said. "With 10 laps to go I tried to go away and I did it."

▲ Zarco dances to victory

Moto2 RACE RESULT		
POS.	RIDER	TIMING
1	Johann ZARCO	42'53.674
2	Alex RINS	+3.360
3	Tito RABAT	+5.527
4	Alex MARQUEZ	+6.489
5	Jonas FOLGER	+8.228
6	Sam LOWES	+28.261
7	Anthony WEST	+33.902
8	Sandro CORTESE	+33.939
9	Thomas LUTHI	+34.889
10	Ricard CARDUS	+35.084

## Moto3

### IN THE LAST RACE OF THE

day held in worsening conditions, Britain's Danny Kent (Leopard Honda) chased early leader Isaac Viñales (RBA Racing KTM) until the Catalan fell at the treacherous turn three, a corner that claimed pole-sitter Jorge Navarro (Estrella Galicia Honda) on the first lap.

From there, the championship leader eased clear of Jakub Kornfeil (Drive M7 KTM). Apart from one out-of-the-seat moment three laps from the flag, Kent cruised home eight seconds clear of Kornfeil, who took his debut GP podium. Nico Antonelli (Ongetta



Honda) was third.

Kent's principal title challenger, Enea Bastianini (Gresini Honda), fell while dicing for sixth on the penultimate lap, handing Kent a near-unassailable 70-point championship lead. "You're

never safe in conditions like that," said Kent. "It was the longest race of my career, but it was probably my best. If there's one race on the calendar that you want to win, it's your home Grand Prix."

▲ No one knows their home weather better than Kent

Moto3 RACE RESULT		
POS.	RIDER	TIMING
1	Danny KENT	44'13.623
2	Jakub KORNFEIL	+8.492
3	Niccolò ANTONELLI	+13.189
4	Fabio QUARTARARO	+50.018
5	Livio LOI	+51.755
6	John MCPHEE	+53.726
7	Juanfran GUEVARA	+1'01.086
8	Lorenzo DALLA PORTA	+1'06.158
9	Efren VAZQUEZ	+1'08.634
10	Tatsuki SUZUKI	+1'13.589

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## TWO-WHEELER BUYING GUIDE






SEGMENT COLOUR CODES

BIKES











COMPETITION BIKES

SCOOTERS


ELECTRIC SCOOTERS

	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
Bikes															
aprilia <b>APRILIA</b> www.aprilia.com															
MANA															
 <b>We Say:</b> The only lightweight motorcycle with an automatic transmission. <b>Also See:</b> No options yet.															
Mana 850 GT ABS	15.65 lakh	839.9	76/8000	73/5000	A/7	218	NA	NA	16	NA	✓	✓	✓	NA	NA
DORSODURO															
 <b>We Say:</b> An absolute hoot of a dual-purpose bike. <b>Also See:</b> BMW R 1200 GS															
Dorsoduro 1200 ABS	18.07 lakh	1197	130.5/ 8700	115/7200	6	NA	NA	NA	15	NA	✓	✓	✓	NA	NA
CAPONORD															
 <b>We Say:</b> NA. <b>Also See:</b> Ducati Multistrada 1200, BMW R 1200 RT															
1200 ABS	19.60 lakh	1197	125/8250	114/6800	6	NA	NA	NA	24	NA	✓	✓	✓	NA	NA
1200 ABS Travel	21.69 lakh	1197	125/8250	114/6800	6	228	NA	NA	24	NA	✓	✓	✓	NA	NA
TUONO															
 <b>We Say:</b> NA. <b>Also See:</b> Honda CB1000R, Triumph Speed Triple, Yamaha FZ1															
V4R APRC ABS	19.99 lakh	999.6	170/11500	113/9500	6	185	NA	NA	18.5	NA	✓	✓	✓	NA	NA
RSV4															
 <b>We Say:</b> NA. <b>Also See:</b> BMW S 1000 RR, Ducati Panigale R, Honda CBR 1000RR, Yamaha YZF-R1, Suzuki GSX-R 1000, Kawasaki Ninja ZX-10R															
R APRC ABS	20.42 lakh	999.6	184/12500	117/10000	6	186	NA	NA	18.5	NA	✓	✓	✓	NA	NA
Factory APRC ABS	24.73 lakh	999.6	184/12500	117/10000	6	181	NA	NA	18.5	NA	✓	✓	✓	NA	NA














	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUELEFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
<div> <b>BAJAJ AUTO</b> <a href="http://www.bajajauto.com">www.bajajauto.com</a></div>															
<div> <b>CT100</b> <b>We Say:</b> Affordable and frugal commuter. <b>Also See:</b> Hero HF Dawn, Honda CD110 Dream, TVS Star City</div>															
CT100	41,033	99.27	8.2/7500	8.05/4500	4	109	NA	NA	10.5	NA	×	×	×	NA	NA
CT100 (Alloy)	44,305	99.27	8.2/7500	8.05/4500	4	109	NA	NA	10.5	NA	✓	×	×	NA	NA
<div> <b>PLATINA</b> <b>We Say:</b> Reasonably decent looks mated to the CT100's frugal genes. <b>Also See:</b> Hero Splendor NXG, TVS Star City, Yamaha YBR 110</div>															
Platina 100	44,134	102	8.2/7500	8.6/5000	4	107	8.18	91.5	11.5	71.5	✓	×	×	NA	NA
Platina 100 ES	51,411	102	8.2/7500	8.6/5000	4	108	8.18	91.5	11.5	71.5	✓	✓	×	May 15	★★★★☆
<div> <b>DISCOVER 100</b> <b>We Say:</b> Good commuter, high frequency handlebar vibrations. <b>Also See:</b> Hero Splendor NXG, TVS Star City, Yamaha YBR 110, Honda CB Twister</div>															
Discover 100 4G	52,574	102	9.3/8000	9.02/6000	4	114	NA	NA	9.5	NA	✓	✓	×	NA	NA
Discover 100M (Disc)	55,808	102	9.3/8000	9.02/6000	4	114	NA	NA	9.5	NA	✓	✓	×	NA	NA
Discover 100T	58,344	102	10.2/9000	9.2/6500	5	121	7.5	100.3	10	56	✓	✓	×	Feb 13	★★★★☆
<div> <b>DISCOVER 125</b> <b>We Say:</b> A definite improvement over the previous model in terms of refinement and performance. <b>Also See:</b> Hero Super Splendor, TVS Phoenix, Honda Shine</div>															
Discover 125M	59,823	124.6	11.5/8000	10.8/6000	5	118	5.96	98.45	7.2	68.25	✓	✓	×	May 14	★★★★☆
Discover 125T	63,309	124.6	11/8000	10.8/5500	5	118.5	6.25	103.7	7.2	68.25	✓	✓	×	NA	NA
Discover 125ST	63,886	124.6	11/8000	10.8/5500	5	118.5	6.25	103.7	7.2	68.25	✓	✓	×	May 11	★★★★☆
<div> <b>DISCOVER 150</b> <b>We Say:</b> Commuter with poke. <b>Also See:</b> Hero Glamour, Yamaha SZ</div>															
Discover 150S	64,369	144.8	14.5/8500	12.75/6500	5	129	NA	NA	10	NA	✓	✓	×	NA	NA
Discover 150F	68,774	144.8	14.5/8500	12.75/6500	5	130	NA	NA	10	NA	✓	✓	×	NA	NA
<div> <b>PULSAR DTS-i</b> <b>We Say:</b> Good fusion of performance, efficiency and looks, great value for money. <b>Also See:</b> Honda CBF Stunner, CB Trigger, Hero Xtreme, Karizma R. Suzuki GS150R, TVS Apache RTR</div>															
Pulsar LS 135 DTS-i	70,826	134.66	13.5/9000	11.4/7500	5	122	5.18	112.1	8	63.75	✓	✓	×	Jan 10	★★★★☆
Pulsar 150 DTS-i	78,701	149.01	15.06/9000	12.5/6500	5	143	5.4	115	15	55	✓	✓	×	May 10	★★★★☆
Pulsar 180 DTS-i	82,272	176.8	17.02/8500	14.22/6000	5	147	4.98	117.5	15	51	✓	✓	×	Jun 09	★★★★☆
Pulsar 220 DTS-i	95,859	219.9	21.04/8500	19.12/7000	5	152	4.7	132.5	15	42.25	✓	✓	×	Jul 09	★★★★☆
<div> <b>PULSAR NS</b> <b>We Say:</b> Value for money, a modern bike for a lakh of rupees. <b>Also See:</b> KTM 200 Duke, Hero Karizma ZMR</div>															
Pulsar NS 200	1.01 lakh	199.5	23.5/9500	18.3/8000	6	145	3.83	133	12	44.5	✓	✓	×	Aug 12	★★★★★
<div> <b>PULSAR AS</b> <b>We Say:</b> Compact and usable street bike with an affordable price-tag. <b>Also See:</b> Yamaha Fazer</div>															
Pulsar AS 150	90,235	149.5	17/9500	13/7500	6	143	NA	NA	12	NA	✓	✓	×	NA	NA
Pulsar AS 200	1.04 lakh	199.5	23.5/9500	18.3/8000	6	153	NA	NA	12	NA	✓	✓	×	NA	NA
<div> <b>PULSAR RS</b> <b>We Say:</b> Good amount of kit at a fair price. <b>Also See:</b> KTM RC200, Honda CBR250R</div>															
Pulsar RS 200	1.34 lakh	199.5	24.5/9750	18.6/8000	6	165	NA	NA	13	NA	✓	✓	×	NA	NA
Pulsar RS 200 ABS	1.47 lakh	199.5	24.5/9750	18.6/8000	6	165	NA	NA	13	NA	✓	✓	✓	NA	NA
<div> <b>AVENGER</b> <b>We Say:</b> Powerful and torquey, great combo of style and value. Pillion seat could be more comfortable. <b>Also See:</b> No alternatives yet</div>															
Avenger 220 DTS-i	90,287	219.9	19.03/8400	17.5/7000	5	154.5	4.8	118	14	34	×	✓	×	Sep 10	★★★★☆















	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
 <b>BMW MOTORRAD</b> www.motorrad-deutschemotoren.in															
 <b>TOUR</b> <b>We Say:</b> Among the most powerful and refined touring bikes available today. <b>Also See:</b> Kawasaki Ninja 1000, Aprilia Caponord 1200, Moto Guzzi Sport, Honda GL1800 Gold Wing															
R 1200 RT	22.95 lakh*	1170	110/7750	120/6000	6	263	NA	NA	25	NA	✓	✓	✓	NA	NA
K 1600 GT	27.00 lakh*	1649	160/7750	175/5250	6	332	NA	NA	24	NA	✓	✓	✓	NA	NA
K 1600 GTL	29.65 lakh*	1649	160/7750	175/5250	6	348	NA	NA	26.5	NA	✓	✓	✓	NA	NA
 <b>ADVENTURE</b> <b>We Say:</b> Arguably the best all-round motorcycle there is. <b>Also See:</b> Aprilia Dorsoduro, Ducati Multistrada, Triumph Tiger Explorer															
R 1200 GS	18.60 lakh*	1170	125/7750	125/6500	6	238	NA	NA	20	NA	✓	✓	✓	NA	NA
R 1200 GS Adventure	20.75 lakh*	1170	125/7750	125/6500	6	260	NA	NA	30	NA	✓	✓	✓	NA	NA
 <b>ROADSTER</b> <b>We Say:</b> NA. <b>Also See:</b> Aprilia Tuono V4R, Benelli TnT 1130, Kawasaki Z1000, Moto Guzzi Griso, Triumph Speed Triple.															
R nineT	23.50 lakh*	1170	110/7550	119/6500	6	222	NA	NA	18	NA	✓	✓	✓	NA	NA
R 1200 R	16.65 lakh*	1170	110/7500	119/6000	6	227	NA	NA	18	NA	✓	✓	✓	NA	NA
S 1000 R	25.00 lakh	999	160/11000	112/9750	6	183	NA	NA	17.5	NA	✓	✓	✓	NA	NA
K 1300 R	19.20 lakh*	1293	175/9250	140/8250	6	243	NA	NA	19	NA	✓	✓	✓	NA	NA
 <b>SPORT</b> <b>We Say:</b> NA. <b>Also See:</b> Aprilia RSV4, Honda CBR 1000RR, Suzuki GSX-R 1000, Yamaha YZF-R1, Kawasaki Ninja ZX-10R, ZX-14R															
S 1000 RR	21.10 lakh*	999	199/13500	113/10500	6	204	NA	NA	17.5	NA	✓	✓	✓	NA	NA
K 1300 S	21.95 lakh*	1293	177/9250	140/8250	6	245	NA	NA	19	NA	✓	✓	✓	NA	NA
 <b>DSK BENELLI</b> www.dskbenelli.com															
 <b>TnT 300</b> <b>We Say:</b> Extremely well-balanced entry twin-cylinder motorcycle. <b>Also See:</b> Kawasaki Z250, KTM 390 Duke															
TnT 300	3.54 lakh	300	38/11500	26.5/10000	6	196	NA	NA	16	NA	✓	✓	×	NA	NA
 <b>TnT 600</b> <b>We Say:</b> Rather affordable four-cylinder street and touring machines. <b>Also See:</b> Triumph Street Triple, Kawasaki ER-6n, Ninja 650R, Hyosung GT650N, GT650R															
TnT 600i	6.15 lakh	600	85/11500	54.6/10500	6	231	NA	NA	15	NA	✓	✓	×	NA	NA
TnT 600 GT	6.70 lakh	600	85/11500	54.6/10500	6	243	NA	NA	27	NA	✓	✓	×	NA	NA
 <b>TORNADO NAKED TRE</b> <b>We Say:</b> Red-blooded three-pot Italian muscle bikes. <b>Also See:</b> Ducati Streetfighter, Kawasaki Z800, Z1000, Triumph Speed Triple, Yamaha FZ-1															
TnT 899	11.00 lakh	898	122/9500	88/8000	6	202	NA	NA	16	NA	✓	✓	×	NA	NA
TnTR 1130	13.63 lakh	1131	129/8500	110/5250	6	202	NA	NA	16	NA	✓	✓	×	NA	NA
 <b>DSK HYOSUNG</b> www.dskhyosung.com															
 <b>GT250R</b> <b>We Say:</b> 250 V-twin that is dated now. <b>Also See:</b> Honda CBR 250R, Kawasaki Ninja 300, KTM RC 390															
GT 250R	3.50 lakh	249	28/10000	22/8000	5	188	4.02	140	17	NA	✓	✓	×	Jun 12	★★★★☆
 <b>GT650R</b> <b>We Say:</b> A good V-twin sports bike however, a bit costly. <b>Also See:</b> Kawasaki Ninja 650R, Triumph Street Triple															
GT 650R	5.68 lakh	647	74/9000	60.9/7500	6	215	2.61	NA	17	NA	✓	✓	×	Mar 11	★★★★☆
 <b>AQUILA</b> <b>We Say:</b> The only 250cc V-twin cruiser in India. <b>Also See:</b> Royal Enfield Thunderbird 500															
GV250 Aquila	3.38 lakh	249	26.5/9500	21.7/7000	6	167	NA	NA	14	NA	✓	✓	×	NA	NA















	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUELEFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
AQUILA PRO															
 <div>We Say: A big improvement over the ST7 and good value for money. Also See: Harley-Davidson Street 750 and 883 Superlow</div>															
GV650 Aquila Pro	6.20 lakh	647	75/9000	62.1/7500	5	240	NA	NA	16	NA	✓	✓	×	NA	NA
ST7															
 <div>We Say: A good cruiser but pricey. Also See: Harley-Davidson Street 750 and 883 SuperLow</div>															
ST7	6.99 lakh	678.2	58.5/8000	57.3/7500	5	244	3.09	167	18	NA	✓	✓	×	Apr 10	★★★★★
 <div>DUCATIwww.ducati.com</div>															
SCRAMBLER															
 <div>We Say: A fun and agile Ducati you can use everyday. Also See: Hyosung GT650N, Kawasaki Ninja ER-6n, Triumph Street Triple</div>															
Icon	6.38 lakh*	803	75/8250	68/5750	6	186	NA	NA	13.5	NA	✓	✓	✓	NA	NA
Classic	7.54 lakh*	803	75/8250	68/5750	6	186	NA	NA	13.5	NA	✓	✓	✓	NA	NA
Full Throttle	7.54 lakh*	803	75/8250	68/5750	6	186	NA	NA	13.5	NA	✓	✓	✓	NA	NA
MONSTER															
 <div>We Say: Light and nimble, a good buy. Also See: Aprilia Tuono V4R, Benelli TnT, Kawasaki ER-6n, Triumph Street Triple, Speed Triple, Yamaha FZ1</div>															
796 ABS	7.99 lakh*	803	87/8250	78/6250	6	188	2.86	NA	15	NA	✓	✓	✓	Mar 11	★★★★★
821 Dark	9.00 lakh*	821.1	112/9250	89/7750	6	188	NA	NA	15	NA	✓	✓	✓	NA	NA
821	9.50 lakh*	821.1	112/9250	89/7750	6	188	NA	NA	15	NA	✓	✓	✓	NA	NA
1200	19.86 lakh*	1198.4	135/8750	118/7250	6	182	NA	NA	17.5	NA	✓	✓	✓	NA	NA
1200 S	24.33 lakh*	1198.4	135/8750	118/7250	6	182	NA	NA	17.5	NA	✓	✓	✓	NA	NA
HYPERMOTARD															
 <div>We Say: A tall road bike with handling of a supersports. Also See: Aprilia Dorsoduro</div>															
Hyperstrada	11.01 lakh*	821.1	110/9250	89/7750	6	204	NA	NA	16	NA	✓	✓	✓	NA	NA
Hypermotard	10.00 lakh*	821.1	110/9250	89/7750	6	198	NA	NA	16	NA	✓	✓	✓	NA	NA
SP	19.10 lakh*	821.1	110/9250	89/7750	6	194	NA	NA	16	NA	✓	✓	✓	NA	NA
MULTISTRADA															
 <div>We Say: The luxury SUV of motorcycles. Also See: BMW R 1200 GS, Triumph Tiger Explorer</div>															
1200	14.03 lakh*	1198.4	160/9500	136/7500	6	232	NA	NA	20	NA	✓	✓	✓	NA	NA
1200 Touring	14.93 lakh*	1198.4	160/9500	136/7500	6	232	NA	NA	20	NA	✓	✓	✓	NA	NA
1200 S	16.59 lakh*	1198.4	160/9500	136/7500	6	235	NA	NA	20	NA	✓	✓	✓	NA	NA
1200 S Touring	17.50 lakh*	1198.4	160/9500	136/7500	6	235	NA	NA	20	NA	✓	✓	✓	NA	NA
1200 S Pikes Peak	20.61 lakh*	1198.4	160/9500	136/7500	6	235	NA	NA	20	NA	✓	✓	✓	NA	NA
DIAVEL															
 <div>We Say: Looks big and heavy, but is light and nimble. Also See: Harley-Davidson Night Rod Special, Triumph Rocket III, Yamaha VMAX.</div>															
Diavel	13.83 lakh*	1198.4	162/9250	130.5/8000	6	239	NA	NA	17	NA	✓	✓	×	NA	NA
Diavel Carbon	16.98 lakh*	1198.4	162/9250	130.5/8000	6	234	NA	NA	17	NA	✓	✓	×	NA	NA
Diavel Titanium	37.20 lakh*	1198.4	162/9250	130.5/8000	6	234	NA	NA	17	NA	✓	✓	×	NA	NA
SBK															
 <div>We Say: Powerful track-tool with a price-tag to shame executive sedans. Also See: Triumph Daytona 675R, BMW S 1000 RR, Kawasaki Ninja ZX-14R, Ninja H2, Suzuki Hayabusa</div>															
899 Panigale	13.02 lakh*	898	148/10750	99/9000	6	193	NA	NA	17	NA	✓	✓	✓	NA	NA
1299 Panigale	32.48 lakh*	1285	205/10500	144.6/8750	6	190.5	NA	NA	17	NA	✓	✓	✓	NA	NA
1299 Panigale S	40.07 lakh*	1285	205/10500	144.6/8750	6	190.5	NA	NA	17	NA	✓	✓	✓	NA	NA
Panigale R	46.25 lakh*	1198	205/11500	136.2/10250	6	184	NA	NA	17	NA	✓	✓	✓	NA	NA
FAB REGAL RAPTOR															
 <div>FAB REGAL RAPTORwww.regalraptorindia.com</div>															
CRUISER															
 <div>We Say: NA Also See: Hyosung Aquila GV250</div>															
Cruiser DD350E	2.96 lakh*	320	23.1/8500	22/6500	5	184	NA	NA	12.5	NA	✓	✓	×	NA	NA















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<b>BOBBER</b>															
 <b>We Say:</b> NA <b>Also See:</b> Hyosung Aquila GV250															
Bobber	3.22 lakh*	320	23.1/8500	22/6500	5	180	NA	NA	14	NA	✓	✓	×	NA	NA
<b>DAYTONA</b>															
 <b>We Say:</b> NA <b>Also See:</b> Hyosung Aquila GV250															
Daytona	3.33 lakh*	320	23.1/8500	22/6500	5	184	NA	NA	12.5	NA	✓	✓	×	NA	NA
 <b>HARLEY-DAVIDSON</b> www.harley-davidson.in															
<b>STREET</b>															
 <b>We Say:</b> Brilliant all-rounder, the first affordable cruiser with a Harley-Davidson badge. <b>Also See:</b> Hyosung Aquila Pro GV650															
XG750 Street 750	5.01 lakh	749	47.5/NA	59/4000	6	222	3.83	154	13.1	NA	✓	✓	×	Jun 14	★★★★★
<b>SPORTSTER</b>															
 <b>We Say:</b> Value packed, classic and timeless looking motorcycles that proudly boast of their heritage. <b>Also See:</b> Hyosung Aquila Pro GV650, Hyosung ST7, Suzuki Intruder 800															
XL883L SuperLow	7.26 lakh	883	52/5750	69/3750	5	255	NA	NA	17	NA	✓	×	×	NA	NA
XL883N Iron	8.25 lakh	883	52/5750	69/3750	5	255	NA	NA	12.5	NA	✓	×	×	NA	NA
XL1200X Forty-Eight	10.00 lakh	1202	67/5750	96/3500	5	255	NA	NA	7.9	NA	×	✓	×	NA	NA
<b>DYNA</b>															
 <b>We Say:</b> Comfortable, easy to ride and powerful - these no-nonsense cruisers flaunt their H-D branding. <b>Also See:</b> Honda VT1300CX, Indian Scout															
FXDB Street Bob	11.82 lakh	1585	75/5250	124/3500	6	305	NA	NA	17.8	NA	✓	×	✓	NA	NA
FXDF Fat Bob	14.74 lakh	1585	76/5250	126/3500	6	320	2.6	NA	18.9	NA	✓	×	✓	NA	NA
<b>SOFTAIL</b>															
 <b>We Say:</b> Authentic and original to Harleys, one of their best-selling lines ever! <b>Also See:</b> Indian Chief, Suzuki Intruder M1800R, Triumph Thunderbird															
FLSTF Fat Boy	17.07 lakh	1690	78/5250	132/3500	6	331	NA	NA	18.9	NA	✓	✓	✓	NA	NA
FXSB Breakout	18.57 lakh	1690	74/5010	130/3000	6	322	NA	NA	18.9	NA	✓	✓	✓	NA	NA
FLSTC Heritage Classic	18.41 lakh	1690	74/5010	130/3000	6	339	NA	NA	18.9	NA	×	✓	✓	NA	NA
<b>V-ROD</b>															
 <b>We Say:</b> As fun to watch as it is to ride - unlike any other Harley-Davidson motorcycle. <b>Also See:</b> Ducati Diavel, Suzuki Intruder M1800R, Moto Guzzi California, Yamaha VMAX															
VRSCDX Night Rod Special	24.39 lakh	1247	120/8000	111/7250	5	302	NA	NA	18.9	NA	✓	✓	✓	NA	NA
<b>TOURING</b>															
 <b>We Say:</b> Long distance touring at its finest - torquey, immensely comfortable and of course addictive! <b>Also See:</b> Indian Chieftain, Moto Guzzi California															
FLHXSE Street Glide Special	32.91 lakh	1690	86/5010	138/3500	6	372	NA	NA	22.7	NA	✓	✓	✓	NA	NA
<b>CVO</b>															
 <b>We Say:</b> The most expensive set of two wheels in India. <b>Also See:</b> BMW K 1600 GT L, Honda GL1800 Gold Wing, Indian Roadmaster															
FLHTKSE CVO Limited	53.62 lakh	1801	96/5010	156/3750	6	433	NA	NA	22.7	NA	×	✓	✓	NA	NA
 <b>HERO MOTOCORP</b> www.heromotocorp.com															
<b>HF</b>															
 <b>We Say:</b> All the Hero MotoCorp qualities at an affordable price. <b>Also See:</b> TVS Star, Yamaha Crux, Bajaj Platina															
HF Dawn	43,813	97.2	7.8/7500	8.04/4500	4	109	NA	NA	10.5	NA	✓	×	✓	NA	NA
HF Deluxe	46,425	97.2	7.8/7500	8.04/4500	4	109	9.39	91.11	10.5	68.25	×	×	×	Jan 07	★★★★☆
HF Deluxe Eco	50,705	97.2	7.8/7500	8.04/4500	4	112	9.39	91.11	10.5	68.25	✓	✓	×	NA	NA



	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUELEFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
SPLENDOR															
<div></div> <div>We Say: Perfect commuter if you can do with the looks. Also See: TVS Star Sport, Honda CD110 Dream, Yamaha YBR 110, Bajaj Platina</div>															
Splendor+	50,080	97.2	7.4/8000	7.95/5000	4	109	NA	NA	11	NA	×	×	×	NA	NA
Splendor NXG	52,735	97.2	7.8/7500	8.04/4500	4	112	NA	NA	11	NA	✓	×	×	NA	NA
Splendor Pro	50,745	97.2	7.8/7500	8.04/4500	4	112	NA	NA	11	NA	×	×	×	NA	NA
Splendor Pro Classic	55,337	97.2	8.4/7500	8.04/4500	4	112	NA	NA	11	NA	✓	×	×	NA	NA
Splendor iSmart	55,346	97.2	7.8/7500	8.04/4500	4	112	8.0	90	8.7	77	✓	×	×	May 14	★★★★☆
PASSION															
<div></div> <div>We Say: A Splendor will save you a few grand. Also See: Yamaha Crux, Bajaj Platina, Mahindra Centuro</div>															
Passion Pro	53,136	97.2	7.8/7500	8.04/4500	4	116	NA	NA	12.8	NA	✓	×	×	NA	NA
Passion Pro ES	57,303	97.2	7.8/7500	8.04/4500	4	119	NA	NA	12.8	NA	✓	✓	×	NA	NA
Passion X Pro	60,218	109.1	8.7/7500	9.36/5500	4	116	8.02	95.82	9.5	70	✓	✓	×	Apr 13	★★★★☆
SUPER SPLENDOR															
<div></div> <div>We Say: Splendor hops onto the 'executive' bandwagon. Also See: TVS Phoenix, Yamaha YBR 125, Honda Shine, Suzuki SlingShot</div>															
Super Splendor	57,703	124.7	9.12/7000	10.35/4000	4	121	6.99	100.83	13	73.25	✓	✓	×	Oct 10	★★★★☆
GLAMOUR															
<div></div> <div>We Say: The Glamour actually looks much better than the Super Splendor. Worth the extra dough. Also See: Bajaj Discover 125, TVS Phoenix, Yamaha YBR 125</div>															
Glamour	60,995	124.7	9.13/7000	10.35/4000	4	125	9.64	94.9	13.6	72.75	✓	×	×	Sep 05	★★★★☆
Glamour FI	71,416	124.7	9.13/7000	10.35/4000	4	129	8.80	94.9	12	80.75	✓	✓	×	Aug 06	★★★★☆
IGNITOR															
<div></div> <div>We Say: Stunner in a new avatar. Also See: Honda CB Stunner, Yamaha YBR 125</div>															
Ignitor	66,330	124.7	11/8000	11/5000	5	129	6.50	100.3	9	62.25	✓	✓	×	Oct 12	★★★★☆
ACHIEVER															
<div></div> <div>We Say: Every bit a Unicorn, except for the ride quality. Also See: Bajaj Discover 150, Honda CB Unicorn, Suzuki GS150R</div>															
Achiever	66,518	149.1	13.5/8000	12.8/5000	5	138	6.25	110.8	12.5	57.5	✓	✓	×	Dec 05	★★★★☆
HUNK															
<div></div> <div>We Say: Stunning looks, efficient engine and good performance. Also See: Bajaj Pulsar 150, Honda CB Trigger, Suzuki Gixxer, TVS Apache RTR160</div>															
Hunk (F/R Disc)	78,743	149.2	14.4/8500	12.8/6500	5	146	5.08	107.16	12.54	51	✓	✓	×	Dec 07	★★★★☆
XTREME															
<div></div> <div>We Say: Pricey but much better than the CBZ and the Achiever. Too skinny at the front. Also See: Bajaj Pulsar 150, Honda CB Trigger, Suzuki Gixxer, TVS Apache RTR160</div>															
Xtreme	75,424	149.2	14.4/8500	12.8/6500	5	145	5.55	110.8	12.4	60.25	✓	✓	×	Nov 06	★★★★☆
Xtreme Sports	83,100	149.2	15.8/8500	13.5/7000	5	145	5.67	109.6	12.4	47.25	✓	✓	×	Sep 15	★★★★☆
KARIZMA															
<div></div> <div>We Say: The most well-rounded performance bike around. Spares are an issue though. Also See: Bajaj Pulsar 220, TVS Apache RTR180, Yamaha YZF-R15</div>															
Karizma R	91,892	223	19.47/7500	19.35/6000	5	154	NA	NA	15	NA	✓	✓	×	NA	NA
Karizma ZMR	1.15 lakh	223	20.26/8000	19.7/6500	5	157	NA	NA	15.3	NA	✓	✓	×	NA	NA
<div></div> <div>HONDA <a href="http://www.honda2wheelersindia.com">www.honda2wheelersindia.com</a></div>															
CD110 DREAM															
<div></div> <div>We Say: NA. Also See: Bajaj Discover 100M, TVS Star City</div>															
CD110 Dream	53,012	109	8.36/7500	8.63/5500	4	105	7.82	86	8	72.5	✓	×	×	Nov 14	★★★★☆
DREAM NEO															
<div></div> <div>We Say: One of the most fuel efficient bikes in the country. Also See: Bajaj Discover 100, TVS Star City, Suzuki Hayate</div>															
Dream Neo	54,214	109	8.36/7500	8.63/5500	4	105	7.82	96.5	8	72.5	✓	✓	×	Aug 13	★★★★☆



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DREAM YUGA															
 <div><b>We Say:</b> One of the most fuel efficient bikes in the country. <b>Also See:</b> Bajaj Discover 100, TVS Star City, Yamaha YBR 110, Suzuki Hayate</div>															
Dream Yuga	57,481	109	8.36/7500	8.63/5500	4	108	7.82	96.53	8	72	✓	✓	×	Aug 12	★★★★☆
LIVO															
 <div><b>We Say:</b> Good styling and performance always welcome in the commuter segment. <b>Also See:</b> TVS Star City, Yamaha YBR 110, Suzuki Hayate</div>															
Livo	64,190	109.2	8.36/7500	8.63/5500	4	111	NA	NA	8.5	NA	✓	✓	×	NA	NA
CB SHINE															
 <div><b>We Say:</b> Low gearing make it really quick through gears. Top speed could have been better with taller gearing. <b>Also See:</b> Hero Glamour, TVS Phoenix, Yamaha YBR 125</div>															
CB Shine	64,507	124.7	10.4/7500	10.7/5500	4	121	7.04	100.4	11	78.75	✓	✓	×	May 06	★★★★☆
CBF STUNNER															
 <div><b>We Say:</b> A worthy competitor to the Yamaha SS 125. <b>Also See:</b> Hero Ignitor, Yamaha YBR 125</div>															
CBF Stunner	66,241	124.7	11.15/8000	11/6500	5	128	6.57	100.8	10	61	✓	✓	×	Sep 08	★★★★☆
CB UNICORN															
 <div><b>We Say:</b> One of the smoothest mills around. Great ride-handling combo. Almost indestructible. <b>Also See:</b> Bajaj Pulsar 150, Hero CBZ X-treme, Hero Achiever, Suzuki GS150R</div>															
CB Unicorn	75,385	149.1	13.5/8000	12.8/5500	5	146	6.10	111.3	13	58.92	✓	✓	×	Dec 06	★★★★☆
CB TRIGGER															
 <div><b>We Say:</b> A perfect premium all-rounder for the youth. <b>Also See:</b> Bajaj Pulsar 150, Yamaha FZ-S, Suzuki GS150R</div>															
CB Trigger	77,185	149.1	14.2/8500	12.7/6500	5	137	5.45	112.3	12	55.70	✓	✓	×	NA	NA
CB Trigger CBS	87,764	149.1	14.2/8500	12.7/6500	5	138	5.45	112.3	12	55.70	✓	✓	×	Jul 13	★★★★☆
CB UNICORN 160															
 <div><b>We Say:</b> Slightly larger and more powerful Unicorn. <b>Also See:</b> Bajaj Pulsar 180, Suzuki GS150R, TVS Apache RTR160</div>															
CB Unicorn 160	81,136	162.7	14.7/8000	14.6/6000	5	135	5.64	116.3	12	55.5	✓	✓	×	NA	NA
CB Unicorn 160 CBS	89,560	162.7	14.7/8000	14.6/6000	5	135	5.64	116.3	12	55.5	✓	✓	×	Feb 15	★★★★☆
CBR 150R															
 <div><b>We Say:</b> Refined engine, great handling and riding position; loses out on bottom-end and mid-range performance. <b>Also See:</b> Bajaj Pulsar RS 200, Yamaha YZF-R15</div>															
CBR 150R	1.36 lakh	149.4	17.8/10500	12.6/8500	6	138	4.86	131	13	38	✓	✓	×	NA	NA
CBR 150R Deluxe	1.38 lakh	149.4	17.8/10500	12.6/8500	6	138	4.86	131	13	38	✓	✓	×	Jun 12	★★★★★
CBR 250R															
 <div><b>We Say:</b> Just the bike for India, a perfect all-rounder for city and highway. <b>Also See:</b> Hyosung GT250R, KTM RC 200</div>															
CBR 250R	1.76 lakh	249.6	26.4/8500	22.9/7000	6	161	3.47	155	13	35.75	✓	✓	×	NA	NA
CBR 250R ABS	2.14 lakh	249.6	26.4/8500	22.9/7000	6	167	3.47	155	13	35.75	✓	✓	×	Jun 11	★★★★☆
CBR 650F															
 <div><b>We Say:</b> That 650-cc four-cylinder sport-tourer we were all waiting for. <b>Also See:</b> Benelli TnT 600, Kawasaki Ninja 650R, Triumph Street Triple</div>															
CBR 650F	7.40 lakh*	649	87/11000	62.9/8000	6	211	NA	NA	17.3	NA	✓	✓	✓	NA	NA
CB1000R															
 <div><b>We Say:</b> Practical. Both in and out of town. <b>Also See:</b> Benelli TnT 1130, Ducati Monster, Triumph Speed Triple, Suzuki GSX-S1000, Yamaha FZ1</div>															
CB1000R	12.74 lakh*	999	125/10000	100/8000	6	217	2.1	NA	17	16	✓	✓	×	Aug 09	★★★★☆
CBR 1000RR															
 <div><b>We Say:</b> NA. <b>Also See:</b> Kawasaki Ninja ZX-10R, Suzuki GSX-R 1000, Yamaha YZF-R1</div>															
CBR 1000R FireBlade	16.59 lakh*	999.6	181/12250	114/10500	6	200	NA	NA	17.5	NA	✓	✓	×	NA	NA















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VFR1200F															
 <div>We Say: Effortless mile muncher. Also See: BMW K 1300 R, Kawasaki Ninja ZX-14R, Suzuki Hayabusa</div>															
VFR1200F	18.86 lakh*	1237	172/10000	129/8750	6	267	2.37	NA	18.5	NA	✓	✓	✓	Dec 10	★★★★★
VT1300CX															
 <div>We Say: A series-production custom motorcycle. Also See: Harley-Davidson Softail Breakout</div>															
VT1300CX	15.25 lakh*	1312	57.7/4250	107/2250	5	309	NA	NA	12.8	NA	✓	✓	✓	NA	NA
GL1800 GOLD WING															
 <div>We Say: The most iconic grand tourer in the world. Also See: BMW K 1600 GT L, Harley-Davidson CVO Limited, Indian Roadmaster</div>															
Gold Wing Audio Comfort	28.50 lakh*	1832	118/5500	167/4000	5+R	421	NA	NA	25	NA	✓	✓	✓	NA	NA
Gold Wing Airbag	31.50 lakh*	1832	118/5500	167/4000	5+R	423	NA	NA	25	NA	✓	✓	✓	NA	NA
 <div>INDIAN <a href="http://www.indianmotorcycle.com/en-in">www.indianmotorcycle.com/en-in</a></div>															
SCOUT															
 <div>We Say: Charismatic cruiser with a more urgency than its bigger siblings. Also See: Harley-Davidson Street Bob, Fat Bob</div>															
Scout	12.00 lakh*	1133	101.6/8000	97.7/5900	6	253	NA	NA	12.5	NA	✓	✓	✓	NA	NA
CRUISER															
 <div>We Say: The first, no-nonsense steps to an iconic motorcycle. Also See: Harley-Davidson Fat Boy, Moto Guzzi California, Triumph Thunderbird Storm</div>															
Chief Dark Horse	22.00 lakh*	1811	74.1/5075	138.9/2600	6	357	NA	NA	20.8	NA	×	✓	✓	NA	NA
Chief Classic	25.50 lakh*	1811	74.1/5075	138.9/2600	6	370	NA	NA	20.8	NA	×	✓	✓	NA	NA
BAGGER															
 <div>We Say: A iconic example of American iron. Also See: Harley-Davidson Heritage Softail Classic, Street Glide Special, Triumph Thunderbird LT</div>															
Chief Vintage	28.50 lakh*	1811	74.1/5075	138.9/2600	6	379	NA	NA	20.8	NA	×	✓	✓	NA	NA
Chieftain	32.00 lakh*	1811	74.1/5075	138.9/2600	6	385	NA	NA	20.8	NA	✓	✓	✓	NA	NA
TOURING															
 <div>We Say: The fully loaded luxury tourer. Also See: BMW K 1600 GT L, Harley-Davidson Street Glide Special, CVO Limited, Honda GL1800 Gold Wing</div>															
Roadmaster	34.95 lakh*	1811	74.1/5075	138.9/2600	6	418	NA	NA	20.8	NA	✓	✓	✓	NA	NA
 <div>KAWASAKI <a href="http://www.kawasaki-india.com">www.kawasaki-india.com</a></div>															
Z250															
 <div>We Say: Quarter-litre twin-cylinder streetbike at a good price. Also See: Benelli TnT 300, KTM 390 Duke</div>															
Z250	3.44 lakh	249	32/11000	21/10000	6	168	3.7	147	17	NA	✓	✓	×	Jul 15	★★★★★
Z800															
 <div>We Say: Aggressively styled streetbike at a hard-to-resist price. Also See: Benelli TnT 899, Triumph Street Triple</div>															
Z800	8.19 lakh	806	113/10200	83/8000	6	229	NA	NA	17	NA	✓	✓	✓	NA	NA
Z1000															
 <div>We Say: One of the meanest looking streetbikes you can opt for. Also See: Aprilia Tuono V4R, Benelli TnT 1130, Suzuki GSX-S1000, Triumph Speed Triple, Yamaha FZ-1</div>															
Z1000	13.85 lakh	1043	142/10000	111/7300	6	221	NA	NA	17	NA	✓	✓	✓	NA	NA
VERSYS 1000															
 <div>We Say: A touring Kwacker for all-road use. Also See: Suzuki V-Strom, Triumph Tiger 800XRx</div>															
Versys 1000 ABS	14.29 lakh	1043	120/9000	102/7500	6	249	NA	NA	21	NA	✓	✓	✓	NA	NA



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<b>NINJA 300</b>															
 <b>We Say:</b> A true performance bike in India. <b>Also See:</b> KTM RC 390, Yamaha YZF-R3															
Ninja 300	4.00 lakh	296	39/11000	27.5/10000	6	172	2.56	160	17	NA	✓	✓	×	May 13	★★★★★
<b>ER-6N</b>															
 <b>We Say:</b> Versatile street bike. <b>Also See:</b> Benelli TnT 600i, Triumph Street Triple															
ER-6n	5.48 lakh	649	72/8500	64/7000	6	201	NA	NA	16	NA	✓	✓	×	NA	NA
<b>NINJA 650R</b>															
 <b>We Say:</b> Most versatile motorcycle. <b>Also See:</b> Benelli TnT 600, Honda CBR 650F, Hyosung GT650R, Triumph Street Triple															
Ninja 650R	5.93 lakh	649	72/8500	64/7000	6	209	2.04	NA	16	NA	✓	✓	×	Sep 12	★★★★★
<b>NINJA 1000</b>															
 <b>We Say:</b> Smooth and comfortable mile-muncher. <b>Also See:</b> Moto Guzzi 1200 Sport, Suzuki GSX-S1000F															
Ninja 1000	13.85 lakh	1043	142/10000	111/7300	6	230	NA	NA	19	NA	✓	✓	✓	NA	NA
<b>NINJA ZX-10R</b>															
 <b>We Say:</b> One of the most rider-friendly litre-class superbike there is. <b>Also See:</b> Aprilia RSV4, Honda CBR 1000R, Suzuki GSX-R 1000, Yamaha YZF-R1															
Ninja ZX-10R	17.36 lakh	998	210/13000	112/11500	6	201	2.10	276	17	NA	✓	✓	✓	Dec 13	★★★★★
<b>NINJA H2</b>															
 <b>We Say:</b> The first supercharged big bike on sale in India. <b>Also See:</b> BMW S 1000 RR, Ducati 1299 Panigale, Suzuki Hayabusa, Yamaha YZF-R1M															
Ninja H2	29.00 lakh*	998 s/c	210/11000	133.5/10500	6	238	NA	300 (L)	17	NA	✓	✓	✓	NA	NA
<b>NINJA ZX-14R</b>															
 <b>We Say:</b> Very refined performance and power delivery for a hyperbike. <b>Also See:</b> BMW K 1300 R, Ducati 1299 Panigale, Honda VFR 1200F, Suzuki Hayabusa															
Ninja ZX-14R	18.68 lakh	1441	210/10000	162.5/7500	6	268	NA	300 (L)	22	NA	✓	✓	✓	Feb 14	★★★★★
<b>KTM</b> <a href="http://www.ktm.com/in">www.ktm.com/in</a>															
<b>DUKE</b>															
 <b>We Say:</b> A bike which loves to be ridden aggressively and features updated technology. <b>Also See:</b> Bajaj Pulsar 200 NS, Benelli TnT 302, Kawasaki Z250															
200 Duke	1.53 lakh	199.5	25/10000	19.2/8000	6	136	3.73	135	10.5	34.5	✓	✓	×	Jan 12	★★★★☆
390 Duke	2.10 lakh	373.2	43.5/9000	35/7000	6	150	2.46	162	10.5	NA	✓	✓	✓	Sep 13	★★★★☆
<b>RC</b>															
 <b>We Say:</b> A serious track-tool for learner and enthusiast alike. <b>Also See:</b> Honda CBR 250R, Kawasaki Ninja 300, Yamaha YZF-R3															
RC200	1.84 lakh	199.5	25/10000	19.2/8000	6	149	3.68	131	10	NA	✓	✓	×	Apr 15	★★★★☆
RC390	2.36 lakh	373.2	43.5/9000	35/7000	6	159	2.72	163	10	NA	✓	✓	✓	Apr 15	★★★★☆
<b>LML</b> <a href="http://www.lmlworld.com">www.lmlworld.com</a>															
<b>FREEDOM</b>															
 <b>We Say:</b> NA <b>Also See:</b> Mahindra Centuro, TVS Star Sport															
LS	55,355	109.2	8.5/7750	8.6/5000	4	119	8.2	98.2	12.5	51	✓	✓	×	Sep 13	★★★★☆
<b>MAHINDRA 2WHEELERS</b> <a href="http://www.mahindra2wheelers.com">www.mahindra2wheelers.com</a>															
<b>CENTURO</b>															
 <b>We Say:</b> A commuter with many innovative features <b>Also See:</b> Honda Dream Yuga, Hero Passion, TVS Star City, Bajaj Discover															
Centuro Rockstar	43,910*	106.7	8.5/7500	8.5/5500	4	126	8.66	93.56	12.7	49	✓	×	×	NA	NA
Centuro NXT	52,000*	106.7	8.5/7500	8.5/5500	4	126	8.66	93.56	12.7	49	✓	✓	×	NA	NA
Centuro Disc Brake	52,210*	106.7	8.5/7500	8.5/5500	4	126	8.66	93.56	12.7	49	✓	✓	×	NA	NA















	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUELEFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
<div> <b>MOTO GUZZI</b> <a href="http://www.motoguzzi.com">www.motoguzzi.com</a></div>															
<div> <b>BELLAGIO</b> <b>We Say:</b> NA. <b>Also See:</b> Ducati Monster</div>															
Black Eagle	17.53 lakh	935	73/7200	78/6000	6	224	NA	NA	19	NA	×	✓	×	NA	NA
940	17.68 lakh	935	73/7200	78/6000	6	224	NA	NA	19	NA	×	✓	×	NA	NA
<div> <b>1200</b> <b>We Say:</b> Immensely fun muscle bike, and a capable tourer (Sport). <b>Also See:</b> Benelli TnT 1130, BMW R 1200 R, BMW R nineT, Ducati Monster, Triumph Speed Triple</div>															
Griso 8V SE	18.40 lakh	1151	110/7500	108/6400	6	222	NA	NA	16.7	NA	×	✓	×	NA	NA
1200 Sport 8V	18.99 lakh	1151	110/7500	108/6400	6	222	NA	NA	16.7	NA	×	✓	×	NA	NA
1200 Sport 8V Corsa	19.27 lakh	1151	110/7500	108/6400	6	222	NA	NA	16.7	NA	×	✓	×	NA	NA
<div> <b>CALIFORNIA</b> <b>We Say:</b> Relaxed but quick long-distance tourer that loves the open road. <b>Also See:</b> Harley-Davidson Street Glide Special, Indian Chief Classic</div>															
1400 Custom	22.48 lakh	1380	96/6500	120/2750	6	318	NA	NA	20.5	NA	✓	✓	✓	NA	NA
1400 Touring	24.77 lakh	1380	96/6500	120/2750	6	337	NA	NA	20.5	NA	✓	✓	✓	NA	NA
<div> <b>ROYAL ENFIELD</b> <a href="http://www.royalenfield.com">www.royalenfield.com</a></div>															
<div> <b>BULLET</b> <b>We Say:</b> The subtle Enfield makes a come back with a UCE heart. <b>Also See:</b> No options, there are no alternatives to a Bullet but a Bullet itself!</div>															
Bullet 350	1.13 lakh	346	19.8/5250	28/4000	5	180	NA	NA	13.5	NA	×	×	×	NA	NA
Bullet Electra	1.26 lakh	346	19.8/5250	28/4000	5	183	NA	NA	13.5	NA	×	✓	×	NA	NA
Bullet 500	1.62 lakh	499	26.1/5100	40.9/3800	5	193	NA	NA	13.5	NA	×	✓	×	NA	NA
<div> <b>THUNDERBIRD</b> <b>We Say:</b> Pseudo-cruiser with a focus on touring. <b>Also See:</b> None as yet</div>															
Thunderbird 350	1.46 lakh	346	19.8/5250	28/4000	5	192	NA	NA	20	NA	×	✓	×	NA	NA
Thunderbird 500	1.86 lakh	499	27.5/5250	41.3/4000	5	195	4.65	NA	20	NA	×	✓	×	NA	NA
<div> <b>CLASSIC</b> <b>We Say:</b> Royal Enfield fuses old world charm with modern retro lines. <b>Also See:</b> There is no other bike like the Classic</div>															
Classic 350	1.35 lakh	346	19.8/5250	28/4000	5	NA	NA	NA	13.5	NA	×	✓	×	NA	NA
Classic 500	1.72 lakh	499	27.5/5250	41.3/4000	5	182	4.75	131	13.5	NA	×	✓	×	Jan 10	★★★★★
Desert Storm	1.75 lakh	499	27.5/5250	41.3/4000	5	182	4.75	131	13.5	NA	×	✓	×	NA	NA
Classic Chrome	1.83 lakh	499	27.5/5250	41.3/4000	5	182	4.75	131	13.5	NA	×	✓	×	NA	NA
<div> <b>CAFÉ RACER</b> <b>We Say:</b> Classic British bike which is fun to ride, easy to maintain and affordable too. <b>Also See:</b> There is no other bike like the Continental GT</div>															
Continental GT	2.10 lakh	535	29.1/5100	44/4000	5	184	4.11	143	13.5	NA	×	✓	×	Dec 13	★★★★☆
<div> <b>SUZUKI</b> <a href="http://www.suzukimotorcycle.co.in">www.suzukimotorcycle.co.in</a></div>															
<div> <b>HAYATE</b> <b>We Say:</b> Suzuki's answer to the commuter competition. <b>Also See:</b> Bajaj Discover 100, TVS Star City, Yamaha YBR 110</div>															
Hayate	51,899	112.8	8.4/7500	8.8/5000	4	112	8.26	94.71	8	68.5	✓	✓	×	Aug 12	★★★★☆
<div> <b>SLINGSHOT</b> <b>We Say:</b> Stylish commuter equipped with a refined engine. <b>Also See:</b> Hero Super Splendor, Honda Shine, TVS Phoenix, Yamaha Saluto</div>															
SlingShot	58,873	124	8.6/8500	10/6000	5	128	7.65	97	12	59	✓	✓	×	Oct 10	★★★★☆














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<b>GS150R</b>															
 <b>We Say:</b> Well packaged all-rounder from Suzuki. <b>Also See:</b> Bajaj Pulsar 150, Hero Xtreme, Honda Unicorn CB160, Yamaha SZ															
GS150R	79,647	149.5	14/8500	13.4/6000	6	149	5.46	108	15.5	59.75	✓	✓	×	Feb 09	★★★★★
<b>GIXXER</b>															
 <b>We Say:</b> Street sport bike which brings style, handling and efficiency together well. <b>Also See:</b> Yamaha FZ-S, Honda CB Trigger, Hero Hunk															
Gixxer	86,367	155	14.8/8000	14/6000	5	135	5.85	111.45	12	47.75	✓	✓	×	Oct 14	★★★★★
<b>GIXXER SF</b>															
 <b>We Say:</b> Faired street sport with good handling dynamics. <b>Also See:</b> Yamaha YZF-R15, Honda CBR150R															
Gixxer SF	95,212	155	14.8/8000	14/6000	5	139	4.82	116.2	12	47.75	✓	✓	×	May 15	★★★★★
<b>BANDIT</b>															
 <b>We Say:</b> Value for money, versatile and practical. <b>Also See:</b> Ducati Monster, Honda CB1000R, Triumph Speed Triple, Yamaha FZ1															
Bandit 1250SA	11.92 lakh	1255	98/7500	108/3700	6	254	2.19	250	19	15.25	✓	✓	✓	Jul 10	★★★★★
<b>V-STROM</b>															
 <b>We Say:</b> Capable, but pricey adventure sports tourer. <b>Also See:</b> BMW R 1200 GS, Ducati Multistrada, Kawasaki Versys, Triumph Tiger															
V-Strom 1000	17.21 lakh	1037	100/8000	103/4000	6	228	NA	NA	20	NA	✓	✓	✓	NA	NA
<b>GSX-S</b>															
 <b>We Say:</b> GSX performance now for the street. <b>Also See:</b> Benelli TnT 1130, Honda CB1000R, Kawasaki Z1000, Ninja 1000, Triumph Speed Triple, Yamaha FZ1															
GSX-S1000	12.25 lakh*	999	145/10000	106/9500	6	209	NA	NA	17	NA	✓	✓	✓	NA	NA
GSX-S1000F	12.70 lakh*	999	145/10000	106/9500	6	214	NA	NA	17	NA	✓	✓	✓	NA	NA
<b>GSX-R</b>															
 <b>We Say:</b> Carrying on the Gixxer tradition of high performance. <b>Also See:</b> BMW S 1000 RR, Honda CBR1000R, Kawasaki Ninja ZX-10R, Yamaha YZF-R1															
GSX-R 1000	15.88 lakh	999	185/12000	116.7/10000	6	205	2.07	NA	17.5	11.80	✓	✓	×	Jul 10	★★★★★
<b>HAYABUSA</b>															
 <b>We Say:</b> One of the world's fastest motorcycles, officially on sale in India. <b>Also See:</b> BMW S 1000 RR, Ducati 1299 Panigale, Kawasaki Ninja ZX-14R															
GSX-1300R LE	19.05 lakh	1340	197/9500	155/7200	6	236	NA	300 (L)	21	NA	✓	✓	✓	NA	NA
<b>INTRUDER</b>															
 <b>We Say:</b> Attention magnet. <b>Also See:</b> Harley-Davidson Iron 883, Harley-Davidson Breakout, Triumph Thunderbird Storm															
M800	11.15 lakh	805	53/6000	66/3600	5	269	2.91	NA	15.5	NA	✓	✓	×	Jan 12	★★★★★
M1800R	18.95 lakh	1783	128/6200	160/3200	5	319	2.1	209	19.5	13	✓	✓	×	Jan 09	★★★★★
<b>TRIUMPH</b>															
 <b>TRIUMPH</b> <a href="http://www.triumphmotorcycles.in">www.triumphmotorcycles.in</a>															
<b>BONNEVILLE</b>															
 <b>We Say:</b> Modern classic trying to re-live the good old days. <b>Also See:</b> No alternatives yet															
Bonneville	6.90 lakh	865	61/7500	61/5550	5	225	NA	NA	16	NA	✓	✓	×	NA	NA
Bonneville T100	7.99 lakh	865	61/7500	61/5550	5	230	NA	NA	16	NA	×	✓	×	NA	NA
<b>THRUXTON</b>															
 <b>We Say:</b> Classic café racer with a twin-cylinder heart for the hard-core enthusiast. <b>Also See:</b> No alternatives, other than the Royal Enfield Continental GT															
Thruxton 900 Café Racer	8.22 lakh	865	61/7500	61/5550	5	230	NA	NA	16	NA	×	✓	×	NA	NA
<b>DAYTONA</b>															
 <b>We Say:</b> The only world-class non-Japanese entrant in the extremely competitive Supersport arena. <b>Also See:</b> Ducati 899 Panigale															
Daytona 675	12.38 lakh	675	118/12300	70/9900	6	189	NA	NA	17.4	NA	✓	✓	✓	NA	NA
Daytona 675R	14.04 lakh	675	118/12300	70/9900	6	189	NA	NA	17.4	NA	✓	✓	✓	NA	NA















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ROADSTER															
 <div>We Say: Stripped-down racers for the road. Also See: Benelli TnT 600i, TnT 899, TnT 1130, Ducati Monster, Honda CBR650F, Kawasaki Ninja 650, Suzuki GSX-S1000</div>															
Street Triple	9.03 lakh	675	79/11050	57/8375	6	188	NA	NA	17.4	NA	✓	✓	✓	NA	NA
Speed Triple	12.81 lakh	1050	127/9300	105/7800	6	214	NA	NA	17.5	NA	✓	✓	✓	NA	NA
TIGER															
 <div>We Say: Versatile and comfortable on-off-roader with a choice of displacements. Also See: BMW R 1200 GS, Ducati Multistrada, Suzuki V-Strom 1000</div>															
800 XR	12.00 lakh	800	95/9250	79/7850	6	213	NA	NA	19	NA	✓	✓	✓	NA	NA
800 XRx	13.43 lakh	800	95/9250	79/7850	6	216	NA	NA	19	NA	✓	✓	✓	NA	NA
800 XCx	14.68 lakh	800	95/9250	79/7850	6	221	NA	NA	19	NA	✓	✓	✓	NA	NA
800 XCA	15.70 lakh	800	95/9250	79/7850	6	221	NA	NA	19	NA	✓	✓	✓	NA	NA
1200 Explorer XC	21.47 lakh	1215	137/9300	121/6400	6	267	NA	NA	20	NA	✓	✓	✓	NA	NA
THUNDERBIRD															
 <div>We Say: The British laid-back cruiser. Also See: Harley-Davidson Fat Boy, Heritage Softail Classic, Indian Chief, Suzuki Intruder M1800R</div>															
Storm	16.03 lakh	1699	98/5200	156/2950	6	339	NA	NA	22	NA	✓	✓	✗	NA	NA
LT	18.63 lakh	1699	94/5408	151/3550	6	349	NA	NA	22	NA	✓	✓	✓	NA	NA
ROCKET III															
 <div>We Say: The largest capacity series-production motorcycle on the planet. Also See: Ducati Diavel, Yamaha VMAX</div>															
Roadster	24.37 lakh	2294	148/5750	221/2750	5	367	NA	NA	24	NA	✓	✓	✗	NA	NA
 <b>TVS</b> www.tvsmotor.co.in															
STAR															
 <div>We Say: Adds style to your commute without being too heavy on the pocket. Also See: Bajaj Platina, Hero CD Deluxe, Honda Dream Neo</div>															
Sport	52,837	99.7	7.4/7500	7.5/5000	4	95	9.5	85	12	63	✓	✓	✗	Apr 07	★★★★☆
Star City+	55,335	109.7	8.4/7000	8.7/5000	4	109	7.68	90.8	10	67	✓	✓	✗	Jul 14	★★★★☆
PHOENIX															
 <div>We Say: A capable commuter. Also See: Honda Shine, Bajaj Discover 125ST, Yamaha Saluto</div>															
Phoenix (Drum)	59,723	124.5	11/8000	10.8/6000	4	114	7.52	NA	12	NA	✓	✗	✗	NA	NA
Phoenix (Disc)	62,351	124.5	11/8000	10.8/6000	4	116	7.52	96.4	12	63	✓	✓	✗	Nov 12	★★★★☆
APACHE RTR															
 <div>We Say: Great looks, nimble traffic carver with power through the complete rev range. Also See: Bajaj Pulsar 180, 220, Hero Karizma, Honda Unicorn CB160, Suzuki Gixxer, Yamaha FZ-S</div>															
RTR160	80,641	159.7	15.4/8500	13.1/6000	5	136	5.04	118.7	16	50	✓	✓	✗	NA	NA
RTR160 (Rear Disc)	82,966	159.7	15.4/8500	13.1/6000	5	136	5.04	118.7	16	50	✓	✓	✗	NA	NA
RTR180	86,991	177.4	17.3/8500	15.5/6500	5	137	4.64	124	16	45.25	✓	✓	✗	Jul 09	★★★★☆
RTR180 ABS	98,722	177.4	17.3/8500	15.5/6500	5	137	4.64	NA	16	NA	✓	✓	✓	NA	NA
 <b>VIBGYOR</b> www.vvehicles.co.in															
GALLOP															
 <div>We Say: NA. Also See: Hero CD Dawn, Bajaj Platina, TVS Star</div>															
Gallop	NA	97.2	6.8/8500	6.5/6000	4	87	NA	NA	13.5	NA	✗	✓	✗	NA	NA
Gallop (Disc Brake)	NA	97.2	6.8/8500	6.5/6000	4	87	NA	NA	13.5	NA	✓	✓	✗	NA	NA
HUNTER															
 <div>We Say: NA. Also See: Bajaj Discover, Honda Shine</div>															
Hunter	NA	124.1	9.8/9000	9.0/8000	5	120	NA	NA	18	NA	✓	✓	✗	NA	NA
SHARK															
 <div>We Say: NA. Also See: Bajaj Discover 150, Yamaha SZ</div>															
Shark	NA	142.6	13.05/9000	9.5/7500	5	130	NA	NA	14	NA	✓	✓	✗	NA	NA












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<div> <b>YAMAHA</b> <a href="http://www.yamaha-motor-india.com">www.yamaha-motor-india.com</a></div>															
<div> <b>CRUX</b> <b>We Say:</b> Excellent gearbox, but lacks appeal and doesn't excel at anything else. <b>Also See:</b> Hero CD Dawn, Bajaj Platina, TVS Star Sport</div>															
Crux	43,644	105.6	7.6/7500	7.85/6000	4	113	9.9	94	11	62.52	✓	✗	✗	Oct 05	★★★★☆
<div> <b>SALUTO</b> <b>We Say:</b> NA. <b>Also See:</b> Suzuki SlingShot, Hero Super Splendor, Honda Shine, TVS Phoenix</div>															
Saluto 125	60,078	125	8.3/7500	10.1/4500	5	112	NA	NA	13.6	NA	✓	✓	✗	NA	NA
Saluto 125 Disc	63,064	125	8.3/7500	10.1/4500	5	112	NA	NA	13.6	NA	✓	✓	✗	NA	NA
<div> <b>SZ</b> <b>We Say:</b> Commuter with a 150cc heart and a 125cc's price tag. <b>Also See:</b> Hero Achiever, Bajaj Discover 150</div>															
SZ-RR 2.0	69,153	149	12.1/7500	12.8/6000	5	134	NA	NA	14	55	✓	✓	✗	NA	NA
<div> <b>FZ</b> <b>We Say:</b> Great-looking naked bike; has worked wonders for Yamaha in India. <b>Also See:</b> Hero Hunk, Honda CB Trigger, TVS Apache RTR160</div>															
FZ-16	79,943	153	14/7500	13.6/6000	5	135	5.51	110.9	12	43.5	✓	✓	✗	Oct 08	★★★★★
FZ-S	82,090	153	14/7500	13.6/6000	5	135	5.51	110.9	12	43.5	✓	✓	✗	NA	NA
FZ-16 2.0 FI	86,021	149	13.1/8000	12.8/6000	5	132	NA	NA	12	NA	✓	✓	✗	NA	NA
FZ-S 2.0 FI	88,223	149	13.1/8000	12.8/6000	5	132	NA	NA	12	NA	✓	✓	✗	NA	NA
<div> <b>FAZER</b> <b>We Say:</b> The FZ with a fairing, little underpowered for serious touring. <b>Also See:</b> Bajaj Pulsar AS150</div>															
Fazer	87,541	153	14/7500	13.6/6000	5	138	NA	NA	12	NA	✓	✓	✗	NA	NA
Fazer 2.0 FI	93,726	149	13.1/8000	12.8/6000	5	132	NA	NA	12	NA	✓	✓	✗	NA	NA
<div> <b>YZF-R15</b> <b>We Say:</b> Indian performance biking taken to the next level. <b>Also See:</b> Honda CBR 150R, Hero Karizma ZMR, KTM RC 200, Bajaj Pulsar 220</div>															
YZF-R15 2.0	1.23 lakh	149.8	17/8500	15/7500	6	136	4.89	130.3	12	42.2	✓	✓	✗	Dec 11	★★★★★
<div> <b>YZF-R3</b> <b>We Say:</b> A credible twin-cylinder supersport motorcycle. <b>Also See:</b> Benelli TnT 300, Kawasaki Ninja 300, KTM RC 390</div>															
YZF-R3	3.25 lakh*	321	42/10750	29.6/9000	6	169	NA	NA	14	NA	✓	✓	✗	NA	NA
<div> <b>FZ1</b> <b>We Say:</b> The biggest and the baddest FZ there is. <b>Also See:</b> Aprilia Tuono V4R, Benelli TnT 1130, BMW S 1000 R, Honda CB 1000R, Suzuki Bandit 1250S</div>															
FZ1	11.07 lakh	998	150/11000	106/8000	6	214	NA	NA	18	NA	✓	✓	✗	NA	NA
<div> <b>YZF-R1</b> <b>We Say:</b> MotoGP derived technology places the new R1 among the best superbikes in the world. <b>Also See:</b> Aprilia RSV4, BMW S 1000 RR, Honda CBR1000RR, Kawasaki Ninja ZX-10R, Suzuki GSX-R 1000</div>															
YZF-R1	22.34 lakh*	998	200/13500	112.4/11500	6	199	NA	300 (L)	17	NA	✓	✓	✗	NA	NA
YZF-R1M	29.43 lakh*	998	200/13500	112.4/11500	6	200	NA	300 (L)	17	NA	✓	✓	✗	NA	NA
<div> <b>VMAX</b> <b>We Say:</b> A 200-PS naked street bike. <b>Also See:</b> Ducati Diavel, Triumph Rocket III</div>															
VMAX	27.35 lakh*	1679	200/9000	166.8/6500	5	310	NA	NA	15	NA	✓	✓	✗	NA	NA








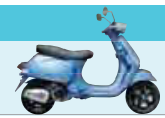






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<b>Competition Bikes</b>															
 <b>SUZUKA</b> www.suzukaracingmotorcycles.com															
<b>SRM250 2V</b>															
 <b>We Say:</b> NA. <b>Also See:</b> NA															
SRM250 AC 2V	3.40 lakh	223	16.3/7000	17.5/5500	5	115.5	NA	120	6	NA	5	3	5	NA	NA
SRM250 LC 2V	3.45 lakh	223	16.3/7000	17.5/5500	5	115.5	NA	120	6	NA	5	3	5	NA	NA
<b>SRM250 4V</b>															
 <b>We Say:</b> NA. <b>Also See:</b> NA															
SRM250 4V	3.65 lakh	250	22.4/8500	20/7000	5	116.5	NA	135	6	NA	5	3	5	NA	NA
<b>Scooters</b>															
 <b>APRILIA</b> www.aprilia.com															
<b>SRV</b>															
 <b>We Say:</b> An easy-going, but quick and extremely potent city ride which also loves the highway. <b>Also See:</b> No options yet															
SRV 850	13.43 lakh	839.3	76/7750	76.4/6000	V	249	NA	NA	18.5	NA	✓	✓	×	NA	NA
SRV 850 ABS	13.92 lakh	839.3	76/7750	76.4/6000	V	249	NA	NA	18.5	NA	✓	✓	✓	NA	NA
 <b>HERO MOTOCORP</b> www.heromotocorp.com															
<b>PLEASURE</b>															
 <b>We Say:</b> Great looks and goodie-loaded, this is the ideal jump for the econo-commuter who wants more. <b>Also See:</b> Honda Activa, Suzuki Let's, TVS Wego															
Pleasure	50,047	102	6.8/7000	7.8/5000	V	104	12.18	80.9	5	47	×	✓	×	Feb 06	★★★★☆
<b>MAESTRO</b>															
 <b>We Say:</b> A Honda Activa with a plastic body. <b>Also See:</b> Honda Dio, TVS Jupiter															
Maestro	56,061	109	8.2/7500	9.1/5500	V	NA	10.37	88.7	5.3	52	✓	✓	×	Jun 12	★★★★☆
 <b>HONDA</b> www.honda2wheelersindia.com															
<b>ACTIVA I</b>															
 <b>We Say:</b> Revised the scooter market and is an improvement over the old Activa. <b>Also See:</b> Suzuki Let's, TVS Scooty Pep+, Hero Pleasure															
Activa-i	52,078	109	8/7500	8.74/5500	V	103	8.49	90	5.3	63.5	×	✓	×	Sep 13	★★★★☆
<b>ACTIVA 3G</b>															
 <b>We Say:</b> More power and big improvement overall compared to its smaller-engined sibling. <b>Also See:</b> Suzuki Access, TVS Wego															
Activa 3G	55,645	109	8/7500	8.83/5500	V	108	10.8	89	5.3	53.5	×	✓	×	May 09	★★★★☆
<b>ACTIVA 125</b>															
 <b>We Say:</b> More power and big improvement overall compared to its smaller-engined sibling. <b>Also See:</b> Vespa VX, Suzuki Swish															
Activa 125	62,560	125	8.67/6500	10.12/5500	V	NA	7.76	92	NA	46.75	×	✓	×	NA	NA
Activa 125 Deluxe	69,350	125	8.67/6500	10.12/5500	V	NA	7.76	92	NA	46.75	✓	✓	×	Jun 14	★★★★☆













	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
<b>DIO</b>															
 <b>We Say:</b> An Activa with good looks. Pillion foot rest is a pain though. <b>Also See:</b> Suzuki Let's, TVS Scooty Zest, TVS Jupiter															
Dio	53,285	109	8/7500	8.6/5500	V	106	10.49	93	5.3	54.75	×	✓	×	Mar 12	★★★★☆
<b>AVIATOR</b>															
 <b>We Say:</b> Positioned for the premium market. Good, but expensive. <b>Also See:</b> Suzuki Access, Mahindra Duro, TVS Jupiter															
Aviator	56,979	109	8.1/8000	8.8/5500	V	102	10.83	83	6	52	×	✓	×	NA	NA
Aviator (Disc)	62,576	109	8.1/8000	8.8/5500	V	102	10.83	83	6	52	3	3	5	Dec 09	★★★★☆
<b>LML</b> <a href="http://www.lmlworld.com">www.lmlworld.com</a>															
<b>NV</b>															
 <b>We Say:</b> Going back in time <b>Also See:</b> Suzuki Access, Mahindra Duro, Mahindra Rodeo															
NV-4S (ES)	48,321*	147.5	8.8/6200	11.3/4250	4	116	NA	NA	5.5	NA	×	✓	×	NA	NA
NV LS-4S	62,048*	147.5	8.8/6200	11.3/4250	4	120	NA	NA	5.5	NA	×	✓	×	NA	NA
<b>SELECT</b>															
 <b>We Say:</b> NA <b>Also See:</b> Suzuki Access, Mahindra Duro, Mahindra Rodeo, Mahindra Flyte															
Select 4 (KS)	47,140	149.5	8/5500	13.2/3500	4	119	NA	NA	8	NA	×	×	×	NA	NA
Select 4 (ES)	50,978	149.5	8/5500	13.2/3500	4	123	NA	NA	8	NA	×	✓	×	NA	NA
<b>STAR EURO</b>															
 <b>We Say:</b> NA <b>Also See:</b> Honda Activa 125, Vespa VX															
Star Euro 150 (ES, Disc)	57,918*	150.8	9.5/8000	NA	CVT	112	NA	NA	7	NA	×	✓	×	NA	NA
Star Euro 200 Funky (ES)	61,793*	199.9	9.25/6250	19.9/4000	4	122	NA	NA	5.5	NA	×	✓	×	NA	NA
<b>MAHINDRA 2WHEELERS</b> <a href="http://www.mahindra2wheelers.com">www.mahindra2wheelers.com</a>															
<b>GUSTO</b>															
 <b>We Say:</b> Smart scooter with many practical aspects. <b>Also See:</b> Honda Activa, Suzuki Let's, TVS Scooty Zest															
Gusto DX	47,060*	109.6	8.1/7500	9/5500	CVT	NA	NA	NA	6	NA	×	✓	×	NA	NA
Gusto VX	51,060*	109.6	8.1/7500	9/5500	CVT	NA	14.1	76.4	6	45	×	✓	×	Nov 14	★★★★☆
<b>RODEO</b>															
 <b>We Say:</b> Flyte gets a style change. <b>Also See:</b> Honda Aviator, Suzuki Swish															
Rodeo UZ0125	49,860*	124.6	8.15/7000	9/5500	V	106	NA	87	4.5	NA	×	✓	×	NA	NA
<b>SUZUKI</b> <a href="http://www.suzukimotorcycle.co.in">www.suzukimotorcycle.co.in</a>															
<b>LET'S</b>															
 <b>We Say:</b> A lightweight 110cc automatic Suzuki <b>Also See:</b> Honda Activa-i, Mahindra Rodeo, TVS Scooty Zest, Yamaha Ray															
Let's	53,411	112.8	8.7/7500	9.0/6500	V	98	9.58	92.9	5.2	49.75	×	✓	×	Aug 14	★★★★☆
<b>ACCESS</b>															
 <b>We Say:</b> Really quick and a nimble handler but priced higher than the competition. <b>Also See:</b> Honda Activa 125, Mahindra Duro															
Access 125	58,829	124	8.71/7000	9.8/5000	V	109	7.9	91.8	6.4	42	×	✓	×	Dec 07	★★★★☆
<b>SWISH</b>															
 <b>We Say:</b> The Access gets a sporty look <b>Also See:</b> Honda Dio, Mahindra Duro, Mahindra Rodeo															
Swish 125	59,841	124	8.71/7000	9.8/5000	V	110	7.77	92.6	6	42.2	×	✓	×	May 12	★★★★☆



	PRICE (Rs, OTR PUNE) *Ex-showroom	ENGINE CAPACITY (cc)	PEAK POWER PS/RPM	PEAK TORQUE Nm/RPM	NUMBER OF GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ELECTRIC START	ABS	TESTED	OVERALL RATING
 <b>TVS</b> www.tvsmotor.co.in															
 <b>SCOOTY PEP+</b> <b>We Say:</b> An engine upgrade makes it even more desirable. <b>Also See:</b> Honda Activa, Hero Pleasure, Mahindra Flyte															
Scooty Pep+	52,551	87.8	5/6500	5.8/4000	V	95	12.2	74	5	50.67	×	✓	×	Nov 05	★★★★☆
 <b>SCOOTY ZEST</b> <b>We Say:</b> Venerable badge gets a larger heart and contemporary design. <b>Also See:</b> Honda Dio, Suzuki Let's, Mahindra Gusto															
Scooty Zest 110	58,539	109.7	8.02/7500	8.8/5500	V	98.5	7.94	90.4	5	51	×	✓	×	Dec 14	★★★★★
 <b>WEGO</b> <b>We Say:</b> A good city runabout. <b>Also See:</b> Honda Activa, Honda Dio, Hero Pleasure															
Wego	62,760	109.7	8/7500	8/5500	V	105	10.35	84	5	40	✓	✓	×	Jan 10	★★★★☆
Wego Disc	65,715	109.7	8/7500	8/5500	V	105	10.35	84	5	40	✓	✓	×	May 13	★★★★☆
 <b>JUPITER</b> <b>We Say:</b> Good features and comfort for the price. <b>Also See:</b> Hero Maestro, Honda Dio															
Jupiter	62,063	109.7	8/7500	8/5500	V	108	9.98	88.78	5	43	✓	✓	×	Nov 13	★★★★☆
 <b>VESPA</b> www.vespaindia.com															
 <b>125</b> <b>We Say:</b> If you love retro, buy the Vespa. <b>Also See:</b> Honda Activa 125, Suzuki Access															
VXL	80,943	125	10.06/7500	10.6/6000	V	114	9.36	101	8	45.25	✓	✓	×	Jun 13	★★★★★
SXL	85,527	125	10.06/7500	10.6/6000	V	114	9.36	101	8	45.25	✓	✓	×	NA	NA
Eleganté	89,588	125	10.06/7500	10.6/6000	V	114	9.36	101	8	45.25	✓	✓	×	NA	NA
 <b>150</b> <b>We Say:</b> The most powerful single-cylinder scooter on sale in India. <b>Also See:</b> No options yet.															
VXL	86,000	150	11.6/7000	11.5/5500	V	114	NA	NA	8	NA	✓	✓	×	NA	NA
SXL	91,000	150	11.6/7000	11.5/5500	V	114	NA	NA	8	NA	✓	✓	×	NA	NA
 <b>YAMAHA</b> www.yamaha-motor-india.com															
 <b>RAY</b> <b>We Say:</b> Stylish scooter with a Yamaha badge. <b>Also See:</b> Honda Dio, Suzuki Let's, TVS Wego															
Ray	52,529	113	7.1/7500	8.1/5000	V	104	9.48	86.31	5	42.5	✓	✓	×	Nov 12	★★★★☆
Ray Z	54,267	113	7.1/7500	8.1/5000	V	104	9.48	86.31	5	42.5	✓	✓	×	NA	NA
 <b>CYGNUS ALPHA</b> <b>We Say:</b> Practical city runabout with large underseat storage. <b>Also See:</b> Honda Activa-i, TVS Jupiter, Hero Maestro															
Cygnus Alpha	54,751	113	7.1/7500	8.1/5000	V	105	NA	NA	5	42.5	✓	✓	×	Apr 14	★★★★☆
 <b>FASCINO</b> <b>We Say:</b> The lightest scooter yet from the Yamaha stable. <b>Also See:</b> Honda Activa 3G, Hero Maestro, Mahindra Gusto, TVS Jupiter,															
Fascino	60,137	113	7.1/7500	8.1/5000	V	103	8.64	89.35	5.2	NA	✓	✓	×	Oct 15	★★★★☆

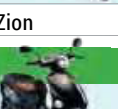




# Electric Scooters

	PRICE (Rs) *Ex-showroom	VOLTAGE	POWER	WHEELBASE (mm)	KERB WEIGHT (KG)	0-20 (KM/H) ACCELERATION	RANGE Km
<b>BSA</b> www.bsamotorsindia.com							
<b>STREET RIDER</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> NA							
Street Rider	36,600	48V	250W	1260	75	-	70
<b>ELECTROTHERM</b> www.yobykes.in							
<b>ELECTRON ER</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> Aug 11							
YO Electron ER	22,200*	48V	250W	-	81	NA	65-70
<b>XPLOR</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> NA							
YO Xplor	31,705*	48V	250W	-	91	NA	55-60
<b>SPARK</b>							
 <b>Top speed:</b> 45 km/h <b>Tested:</b> Aug 11							
YO Spark	34,000*	48V	900W	-	114	4.5	60
<b>EXL</b>							
 <b>Top speed:</b> 55 km/h <b>Tested:</b> Aug 11							
YO EXL	37,500*	48V	1kW	-	115	NA	55-60
<b>E-VO INDIA</b> www.evoindia.com							
<b>EXULT</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> Aug 11							
Exult	23,709*	48V	250W	1260	90	-	90
<b>ELEGANT</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> Aug 11							
Elegant	24,815*	48V	250W	1330	95	-	85
<b>HERO ELECTRIC</b> www.heroelectric.in							
<b>MAXI</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> Mar 09							
Maxi	31,750*	48V	250W	-	75	-	70
<b>OPTIMA PLUS</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> Mar 09							
Optima ++	34,250*	48V	250W	-	82	-	70
<b>WAVE DX</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> NA							
Wave Dx	35,750*	48V	250W	-	105	-	70
Extra Miles	38,500*	48V	250W	-	117	-	100

\* OTR, Delhi

\* ex-showroom, Chennai

	PRICE (Rs) *Ex-showroom	VOLTAGE	POWER	WHEELBASE (mm)	KERB WEIGHT (KG)	0-20 (KM/H) ACCELERATION	RANGE Km
<b>E-SPRINT</b>							
 <b>Top speed:</b> 45 km/h <b>Tested:</b> Aug 11							
E-sprint	37,997*	48V	800W	-	91	-	65
<b>CRUZ</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> Aug 11							
Cruz	34,750*	48V	250W	-	91	-	75
<b>ZION</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> NA							
Zion	32,990*	48V	250W	-	74	-	70
<b>PHOTON</b>							
 <b>Top speed:</b> 45 km/h <b>Tested:</b> NA							
Photon	40,750*	48V	1.5kW	-	111	-	50
<b>KABIRDASS MOTOR CO.</b> www.kabirdass.com							
<b>K100 LA</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> NA							
K100 LA	27,257*	48V	250W	-	NA	NA	60
<b>K101 LA</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> NA							
K101 LA	27,500*	48V	250W	-	NA	NA	60
<b>K103 LA</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> NA							
K103 LA	32,500*	48V	250W	-	NA	NA	75
<b>LOHIA AUTO</b> www.lohiaauto.com							
<b>FAME</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> Aug 11							
Fame	28,999	48V	250W	1270	70	NA	60
<b>GENIUS</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> Aug 11							
Genius	29,999	48V	250W	1230	89	NA	60
<b>OMA STAR</b>							
 <b>Top speed:</b> 25 km/h <b>Tested:</b> Aug 11							
Oma Star	31,499	48V	250W	1230	89	NA	60
Oma Star DX	36,500	48V	250W	1230	89	NA	60

\* ex-showroom, Delhi





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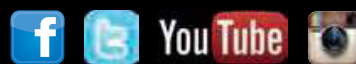
# CBR 650F

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## CBR 650F

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